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322 • April 2000

Easyriders

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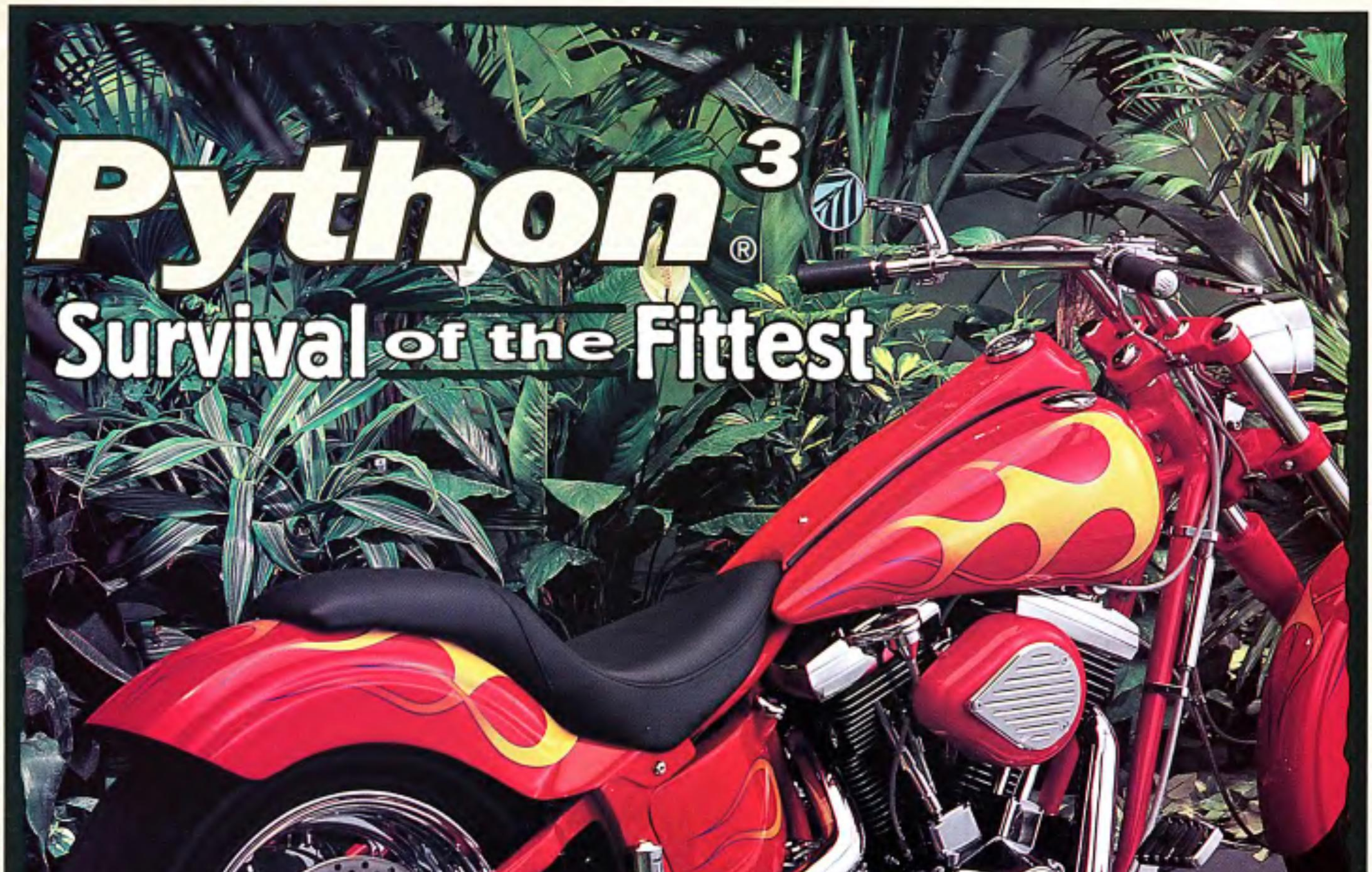

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TakingItEasy

topless saleswomen are legal in Liverpool, England— but only in tropical fish stores.

London's fiery commuter-train crash unearthed some strange twists in the human mind. The number of dead in the crash was overestimated because some of the survivors walked away quickly and left town, **deciding to start new lives** (Scotland Yard knew this because some of them changed their minds and returned home). Then, after an announcement that some bodies were burned beyond recognition, other people called investigators to say falsely that their estranged spouses were on the train, hoping for official death rulings so they could inherit marital property. And human greed just goes on and on and on.

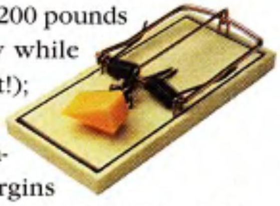
The first successful franchised restaurant in Beijing, China was profiled in *The Wall Street Journal*. The name? Shen Qing's **Baked Pig Face,** which now has up to seven outlets and features a special 30-herb, whole pig's head that's cooked for 12 hours. All parts are to be eaten (at least if you're a connoisseur) including the cheeks, eyes, snout, lips, tongue, and, especially, the brain. And if you want a side dish to go with this lip-smacking (pardon the pun) meal, they have roasted ox penis. Yum!

From our **"Bizarre Marital Aids"** Department: How people conjure up erotic thrills is beyond me. It seems this guy's body was found in a specially constructed pit, below a board, which was underneath a rear wheel of his sport utility vehicle. The police believed that he enjoyed erotic thrills from being driven over. Hmmmmmmmm.

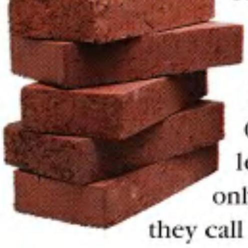
Talk about adding insult to injury— here's the perfect example. A guy who had spent six years in prison for a murder he did not commit was released and offered $125,000 as compensation for the **mistaken lockup.** But he was told that the amount would be decreased by about $8,000 to pay for his room and board during his incarceration, which the assessor called a "lodging fee."

A surgeon was suspended from a hospital after a patient complained that he (the surgeon) chatted with a car **salesman on a cell phone** during the patient's colon operation. (What I can't understand is how the patient knew what was going on during the operation. Was he awake and alert while being hacked apart? Hey, nobody's goin' near *my* colon unless I'm knocked out!)

The mayor of a town in Spain, after finding that the town cemetery was full, called a meeting of the populace and asked them all **"to take utmost care of their health"** until additional land for another cemetery could be found. Sounds like a reasonable request.



Now from our "Weird Laws" File: In California, it's illegal to set a **mouse trap** without a hunting license; in Illinois, a woman over 200 pounds cannot ride a horse on Sunday while wearing shorts (I'll drink to that!); in Guam, there are men whose full-time job is to travel the countryside and deflower young virgins who pay them for the privilege of having sex for the first time (because—now listen to this—under Guam law it is expressly forbidden for virgins to marry!); Muslims are banned from looking at the genitals of a corpse (this also applied to undertakers)—the sex organs of the deceased must be **covered with a brick** or piece of wood at all times (a brick?); topless saleswomen are legal in Liverpool, England, but only in tropical fish stores. (Whadda they call the place, "Boobs Ahoy"?)



And finally, from our "Dumb Reasons To Get Your Ass Shot" Dept: Here's a few of life's least justifiable homicides (for things apparently more precious than human life): A woman was shot to death by a man who wanted her dirty clothes; a man was shot to death after berating another man for **being stingy with the toilet paper;** a man took off his shoe to remove a pebble and shot a woman to death after she tried to wrestle the shoe from him. Sheesh, ain't life grand?

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 322 • APRIL 2000

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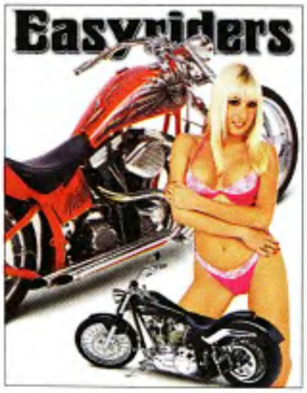

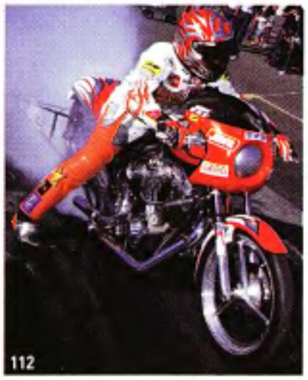

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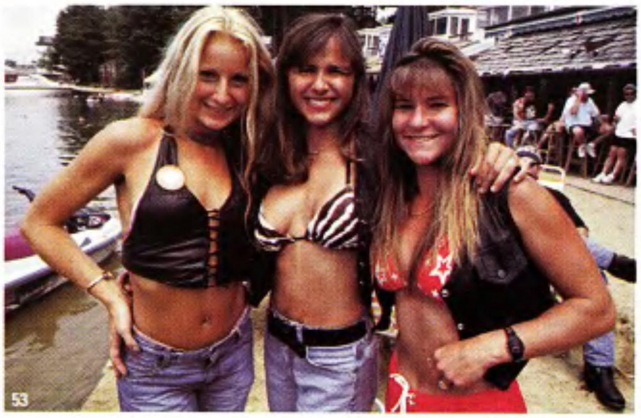

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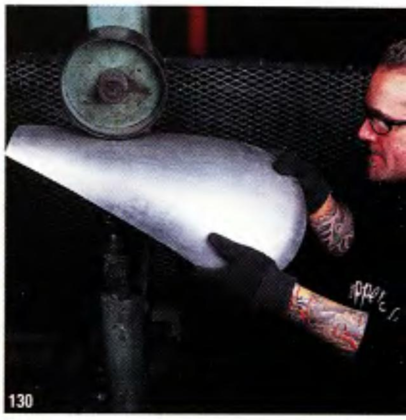

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Cover photos: Stephen Smith's nasty Softail by Paul Martinez, jubilant Jaimee by Markus Cuff, Andy Wolf's bad-ass black barhopper by Michael Lichter. Special defects by Dangerous Daniel Ferguson.

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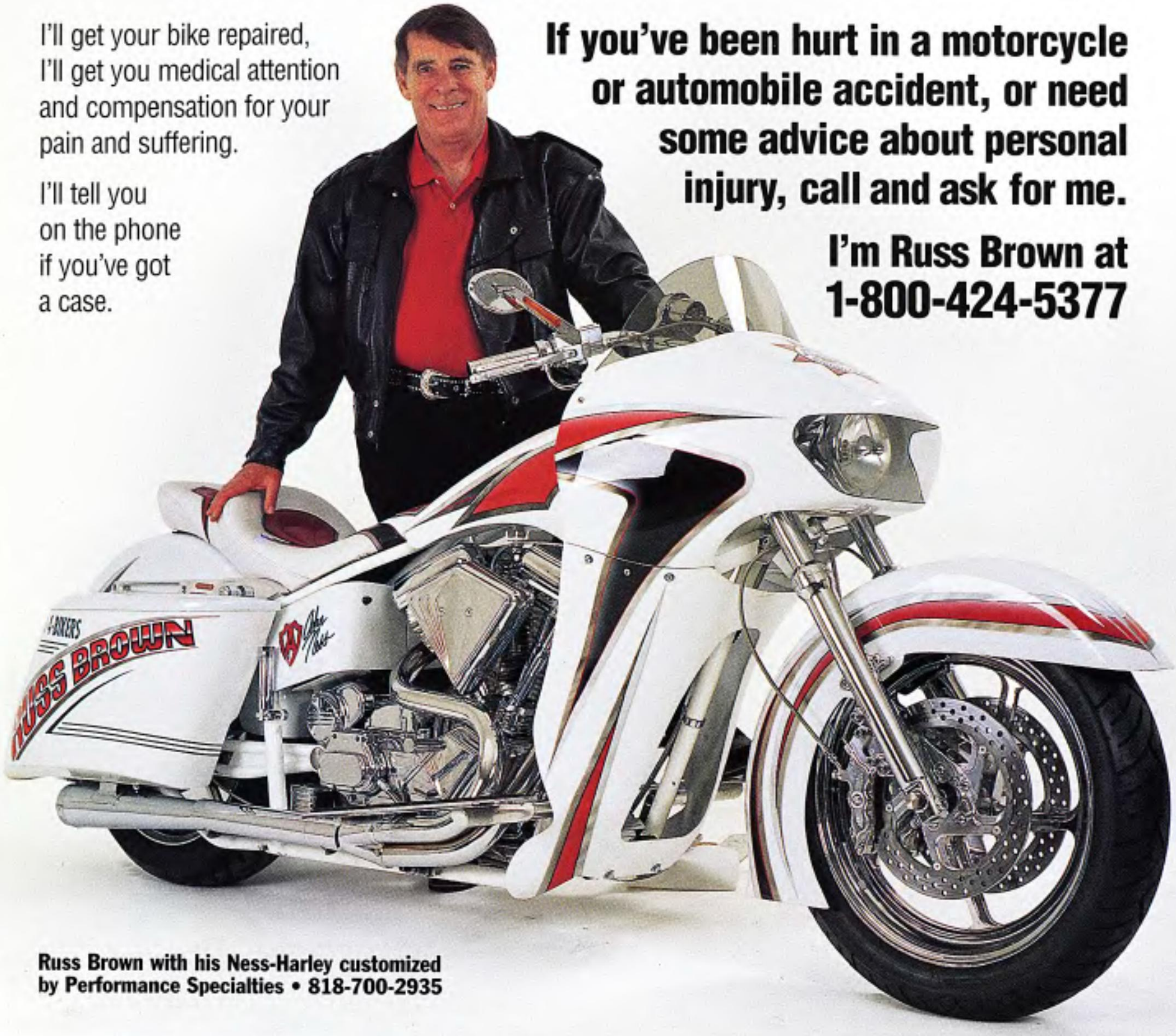
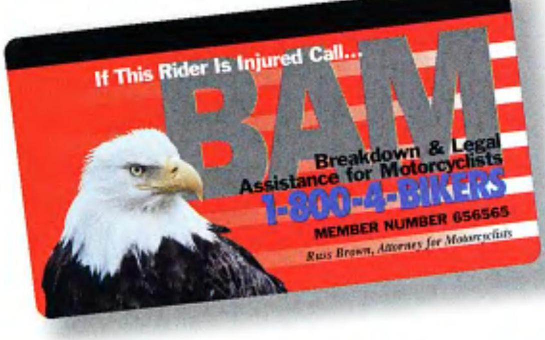


Russ Brown with his Ness-Harley customized by Performance Specialties • 818-700-2935



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WordMonger

A Plug

I've been reading your rag since I started riding and was stationed at El Toro Back in the seventies. It has helped to keep me up during the down times. So I'm gonna return the favor and let you in on our little secret we have here in the mountains of Pennsylvania.

In 1996 I moved from the city to the mountains of central Pennsylvania to try and enjoy life after three failed back surgeries. I soon met Bob Keefer, who runs a small bike shop (Bet Cycle, McConnellsburg, Pa., 717-485-5292). He has helped me to keep my knees in the breeze and is a true brother.

Bob is building some sweet American iron in an old one-room schoolhouse. He builds them one at a time and builds them well. So help me return the brotherhood he has shown me. Come on, give a bro a plug.

Rainman
Three Springs, Pennsylvania

He's Pissed

What is *Easyriders* coming to? Nascar, baseball, football, and wrestling? What's next? Tennis and golf players? These people have their own magazines. Four pages of the December '99 issue on a friggin' wrestler who might have 5,000 miles on his bike!

I buy this rag for bikes, babes, and parties. Most of all for "Rip's Tips," "Tech Tips," "Wordmonger," and "Readers Rides." So keep the sports heads out and bikers, babes, and parties in. I know I'm not the only one who feels this way—there are thousands of us.

Foldog
Collingdale, Pennsylvania

OK tell ya what, there are absolutely no ballplayers and wrestlers in this issue. Satisfied?

An Unhappy Reader

Your December '99 issue is TRASHY! I had to check the cover, thinking I had perhaps picked up *Penthouse* by mistake. The foldout—no longer of a motorcycle but of a porn starlet—was very bad. The crotch shots are just stupid.

You have completely forgotten that this is a motorcycle magazine. Quit talking down to us. Forget the porn and get back to MOTORCYCLES!

Jean Riggs
Jamestown, California

Yes ma'am, right away ma'am.

A Correction

A few issues ago Rip explained that it's the "weight" of a vehicle on the scale at a traffic light that will sense a vehicle and expedite a light change. I'm not banging Rip here, but he should realize that as rich and powerful as this country is, we certainly couldn't afford to install "scales" at every traffic signal.

Instead, we cut a 2-inch or so deep slot of varying geometry in the road forming a perimeter where a car should stop to await a light change. In this slot a wire is placed and then covered with an asphalt compatible sealer. The wire forms a "loop" around the perimeter of the area where the car should be. Connected to the "loop" is a device which sends out a very high frequency signal—you guessed it, it's an antenna. When a chunk of metal enters the antenna's area, the frequency changes (due to the interference), i.e., it might be transmitting in the 500,000 hz range and when a car or motorcycle "interferes" with the signal and the frequency changes to a lower frequency, say 300,000 hz. The frequency change is sensed by the equipment connected to the "loop" and sets the civil engineer's programming into motion, and based on a lot of other variables, the light will soon change.

This system is also used where there aren't any traffic lights (to count cars, determine speed of vehicles, etc.)

Tell Rip he can go on a diet now and shed those unwanted traffic-light-changing pounds!

Anthony Ceccofiglio Jr.
Ft. Lauderdale, Florida

That's more than I can ever possibly imagine wanting to know, but thanks anyway.

Thanks For Support

I want to thank everyone who joined us for the Road Weasel's second annual poker run to benefit the National Multiple Sclerosis Society. Thank to your support and generosity, we were able to raise $2,593 for this very worthy cause. This amount is more than double what we raised last year. This year's 127 riders nearly doubled last year's 74 riders.

Thanks also to Easyriders and all our other sponsors for their door prize donations. The event ran smoothly and many of the participants walked away with a prize.

Be sure to mark the last Saturday of August 2000 and join the fun while we help find the cure for this crippling disease. For more information on next year's event, call (616) 675-4042.

Kim (Whiney Weasel) Erickson
Kent City, Michigan

Looking For Help

I'm trying to get back in the wind and I'm asking for help. I know I'm not the only person who's lost a leg so I'm looking for suggestions or ideas on how to accommodate my future riding. Keep in mind the fact that my leg is missing from above the knee so I'll have to build a brace to hold the leg from bending every time I come to a stop.

Any ideas would be appreciated, even if it's a certain type of leg you've found that works better than others. I own a '79 Sporty hardtail and can't afford a trike or side hack. Please contact me.

Rick
Mad Max's Classic & Custom
1073 Ivory Rd.
Frewsburg, NY 14738
(716) 569-9269
(716) 569-2361 fax
e-mail: madmaxs@alltel.net

The Real Deal

Just got your January 2000 issue and damn, Jim Wear's '39 Flathead and that pretty blonde are both the real deal. That's what I'm talkin' about, *real* choppers and *real* titties! *Easyriders* is headed in the right direction.

Lumpy Branam
Stockton, California

A Correction

In your January 2000 issue you've got Tom Ray's FXR as a feature bike. I'm listed as the motor builder, which is true, but in the article I am listed as Kirby from Best Cycles. I built Tom's motor in my shop, Vee-Twin Racing out of Muldelein, Illinois. Not to take away any of the excellent workmanship from Jake of Best Cycles, but give credit where credit is due.

Vee-Twin Racing has moved to Bloomington, Indiana, 10 miles from the famous Bean Blossom Boogie.

Kirby Apathy
Unionville, Indiana

Nasty and Hairy

I surely did enjoy that article about Zeke in the February issue of *Easyriders* (#320). That boy looks like he'd be real good to corn hole. Also enjoyed the nonblonde cover girl. Bet she's all nasty and hairy down below—probably like a half a hairy football. Anyways, thanks for the mammaries.

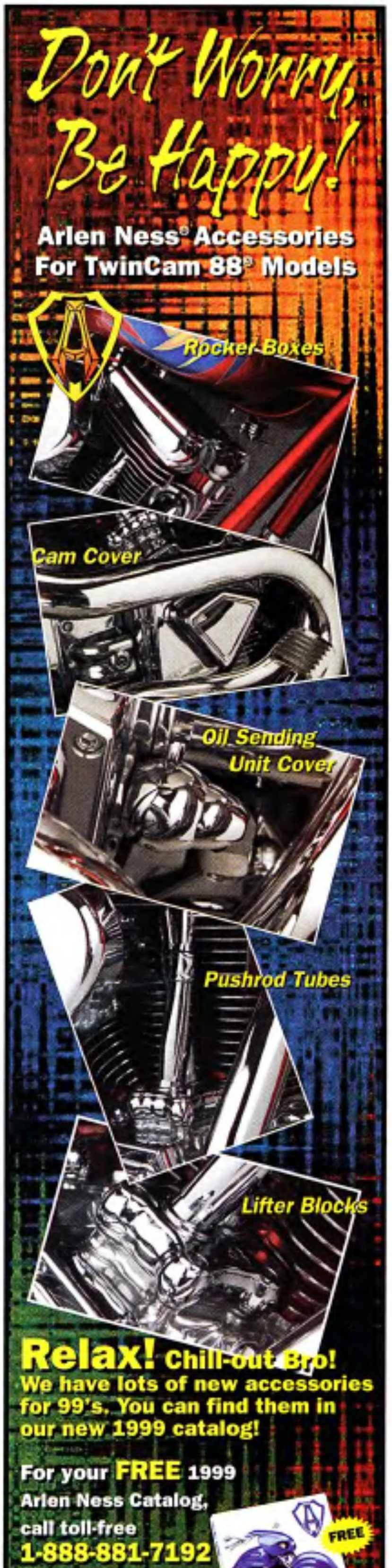
Sid Chanker
Stroudsburg, Pennsylvania

No Barbie

The one thing I think your magazine needs is more full-figured girls. Ya know a lot of us women who ride don't fit in those Barbie-sized bikinis like the ladies in *Easyriders*. But hey, we need attention too. What do ya say, there's a lot more of us to love.

Big Mary
Reno, Nevada

And there's a lot more of ya to miss.



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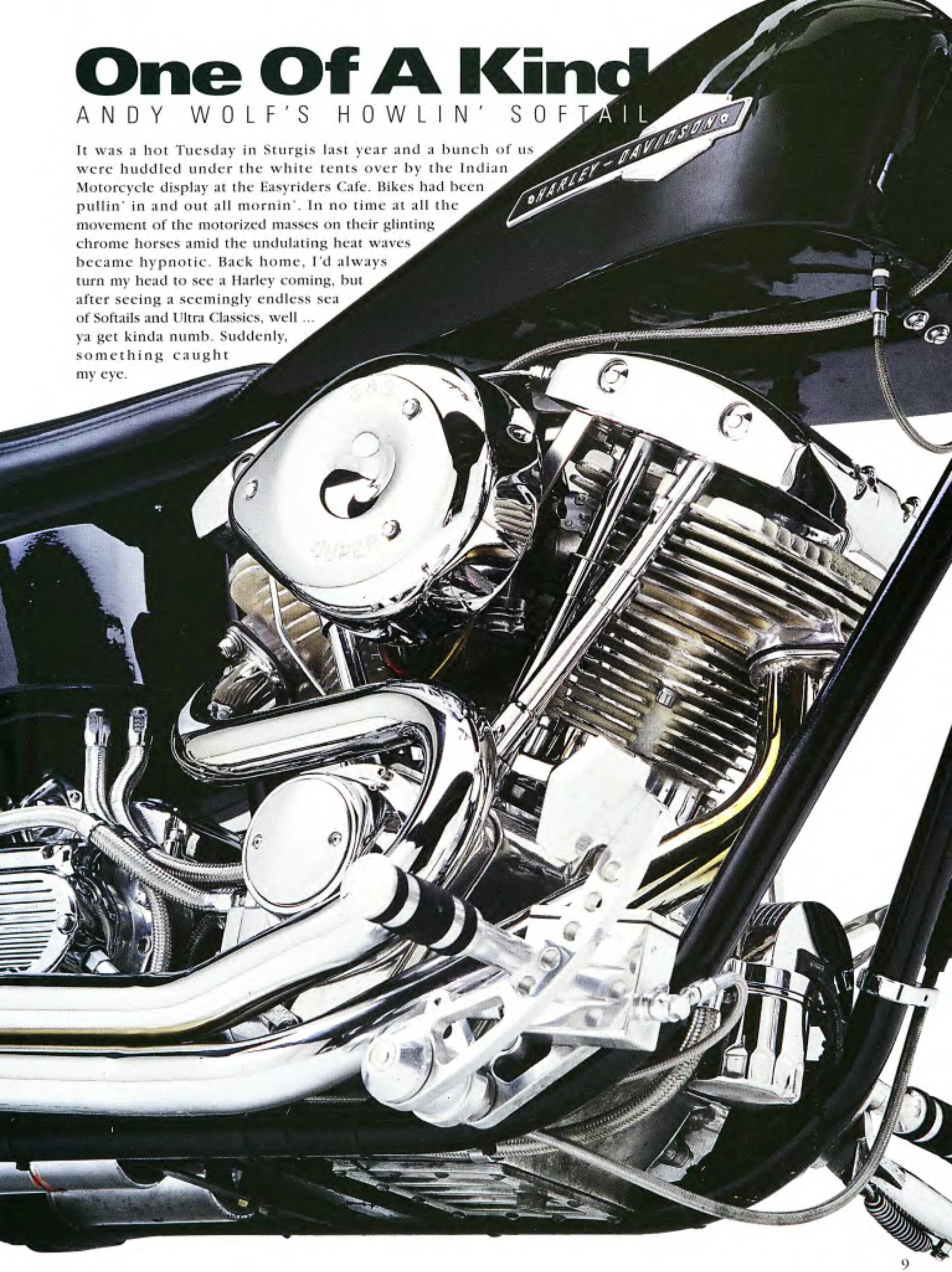
One Of A Kind

ANDY WOLF'S HOWLIN' SOFTAIL

It was a hot Tuesday in Sturgis last year and a bunch of us were huddled under the white tents over by the Indian Motorcycle display at the Easyriders Cafe. Bikes had been pullin' in and out all mornin'. In no time at all the movement of the motorized masses on their glinting chrome horses amid the undulating heat waves became hypnotic. Back home, I'd always turn my head to see a Harley coming, but after seeing a seemingly endless sea of Softails and Ultra Classics, well ... ya get kinda numb. Suddenly, something caught my eye.

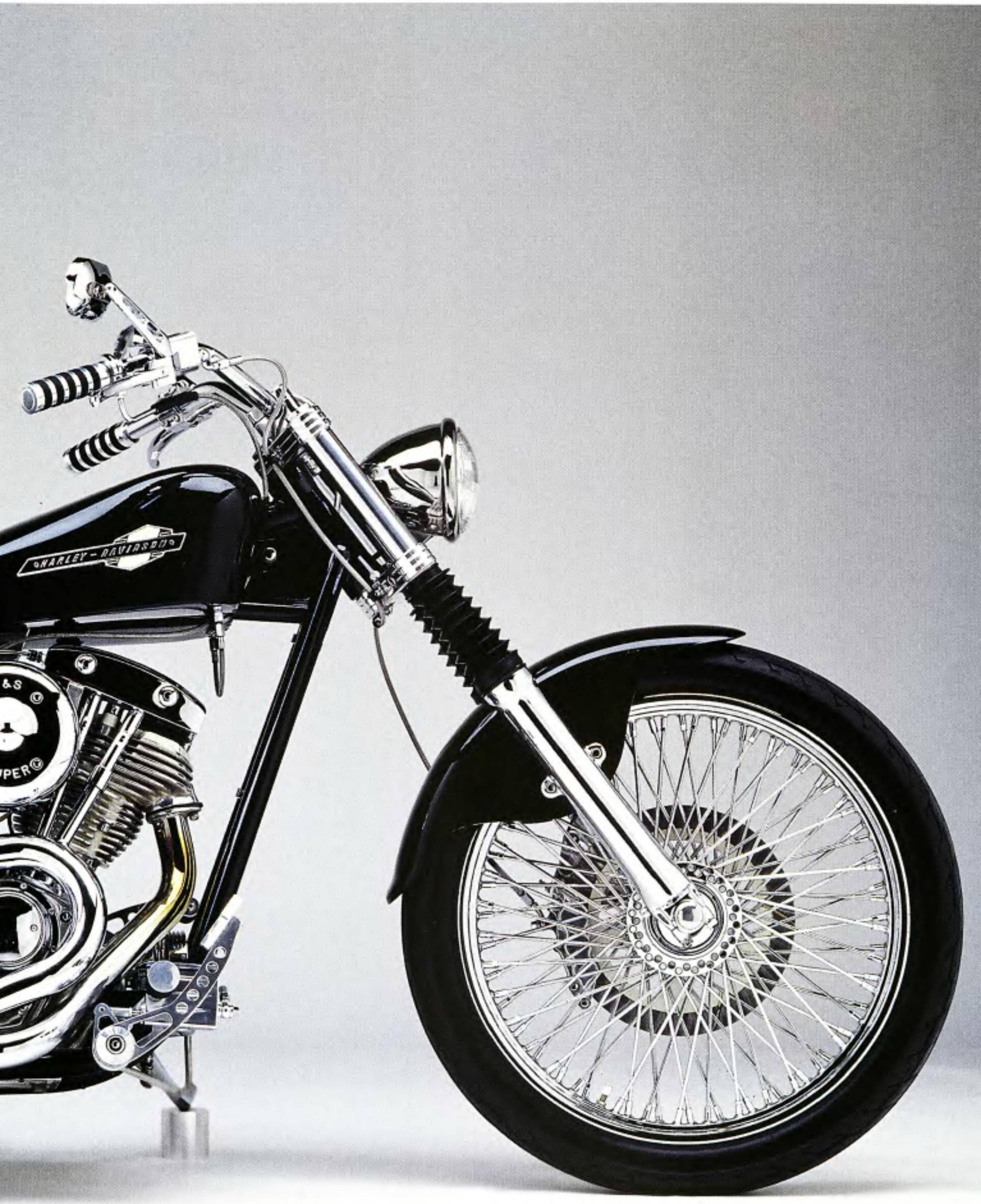


A low-slung black beast came thumpin' in and parked right in front of me. It seemed to stretch in the heat, like a purring panther. At first glance I thought it was a rigid Shovel with a AMF-style tank and lots of attitude. Then I looked closer. That was a Softail-style frame and not a stock Harley frame at that. The motor was no stock Shovel either. Then I noticed the subtle and tasteful blend of Ness parts, the UKC pegs and foot controls, the Joker Machine taillight, and there was no way that was a stock gas tank.

This was no everyday, off-the-shelf custom. The owner of this putt had thought long and hard about every detail of his righteous ride and you could sense more than a touch of pride etched in every curve of this metal monster. Later that day, the Shovel's proud papa, Andy Wolf, stopped by the Junction Inn for our annual Easyriders photo shoot ride with flick-snapper Michael Lichter. We all walked over to his bike and stared glassy-eyed at this man's two-wheeled statement. You know a bike has to be pretty fuckin' cool to cause this kind off a reaction in Sturgis, where custom hogs are a dime a dozen. Phone numbers were exchanged and right after Sturgis the bike was shot so that we could share its glorious details with you.

As for the creator of this one-of-a-kind rollin' masterpiece, Andy hails from Hensley, Arkansas, a place where bad-ass bikes are still black, chrome is tastefully sprinkled, not slathered on, and a 93-cube Shovelhead is still the kind of scoot God rides through endless vistas. Wolf knows every inch of his sled, has turned every nut and bolt many times over. He molded the frame himself, built the mind-blowin' gas tank his own damned self, and even sprayed on the PPG black paint. You might call this old-school biker a perfectionist, but, actually, perfectionist isn't the right word here, Andy just knows what he likes and he knows how to make his two-wheeled dreams come true. Hell, life's too short not to live your dreams. Get out there and ride!

—Phantom Dave


HARLEY-DAVIDSON

HARLEY-DAVIDSON

Owner: ....Andy Wolf
City:..................Hensley, Arkansas

General

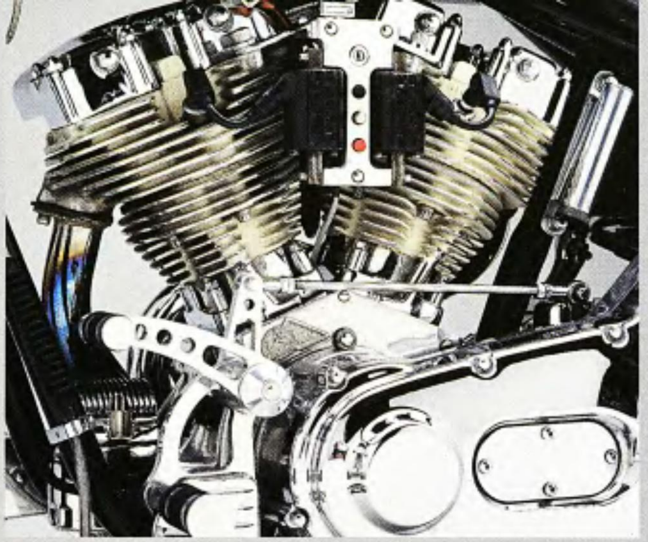
Fabrication: ....owner
Year/make: ....1997 H-D
Model:.....................custom Softail
Assembly: ....owner
Chroming: ....some

Engine

Year/model: ....1997 Shovelhead
Rebuilder:............................owner
Ignition:..................................Dyna
Displacement: ....93 cubic inches
Lower end: ....S&S
Balancing; ....S&S
Pistons: ....S&S
Cases:.......................................Del
Heads: ....H-D, owner modified
Cam: ....S&S
Carb: ....S&S
Pipes: ....ThunderHeader
Modifications: ....S&S air cleaner, JIMS lifters

Transmission

Year/type: ....1997 RevTech
Modifications: ......close-ratio gears



Paint

Molding: ....owner
Painter:................................owner
Color/type: ....black PPG

Frame

Year/type: ....1997 Softail-style
Builder:...................................Ness
Shocks: ....Progressive Suspension
Modifications: ....35-degree rake, 2-inch stretch

Accessories

Bars: ....Ness Flattrack
Handlebar controls: ....Ness
Fenders:.................................Ness
Headlight: ....Ness
Taillight: ....Joker Machine
Pegs: ....UKC/JayBrake/owner
Foot controls: ....UKC
Gas tank:........handmade by owner
Oil tank:..................................Ness
Oil system:...............................H-D
Seat:............................Danny Gray
Mirrors: ....KüryAkyn
Grips: ....JayBrake

Forks

Type: ....wide glide
Builder: ....H-D
Modifications: ....2 under

Wheels

Front

Type ....American Wire Wheel
Size: 21-inch
Tire: ....Avon
Brake: ....Performance Machine

Rear

Type ....American Wire Wheel
Size: 16-inch
Tire: ....Avon
Brake: ....Performance Machine

Photos: ....Michael Lichter

Daytona Bike Week Camel Roadhouse Tour 2000

Two great locations:

- Main Street, at the Full Moon Saloon
- Beach Street, across from Daytona Harley-Davidson

Hours of operations:

- Main Street, March 3: 4 p.m. to midnight
- Main Street, March 4-11: 11a.m. to midnight
- Main Street, March 12: 11 a.m. to 4 p.m.
- Beach Street, March 4-11: 11 a.m. to 7 p.m.

On Beach Street Every Day:

- Check out the Camel Store and C-Note Redemption
- Food and beverages
- Be sure to see the incredible Camel Custom Bikes by Jesse James, Jim Nasi, Dave Perewitz, Ron Simms, and Donnie Smith and **enter to win one of these wild rides**
- Witness the Camel Pool Speed Shot, boot shine, and great vendor displays featuring Samson Exhaust, Performance Machine, Danny Gray Seats, TP Engineering, Segal Fine Arts and the Crazy Horse Memorial.

On Main Street:

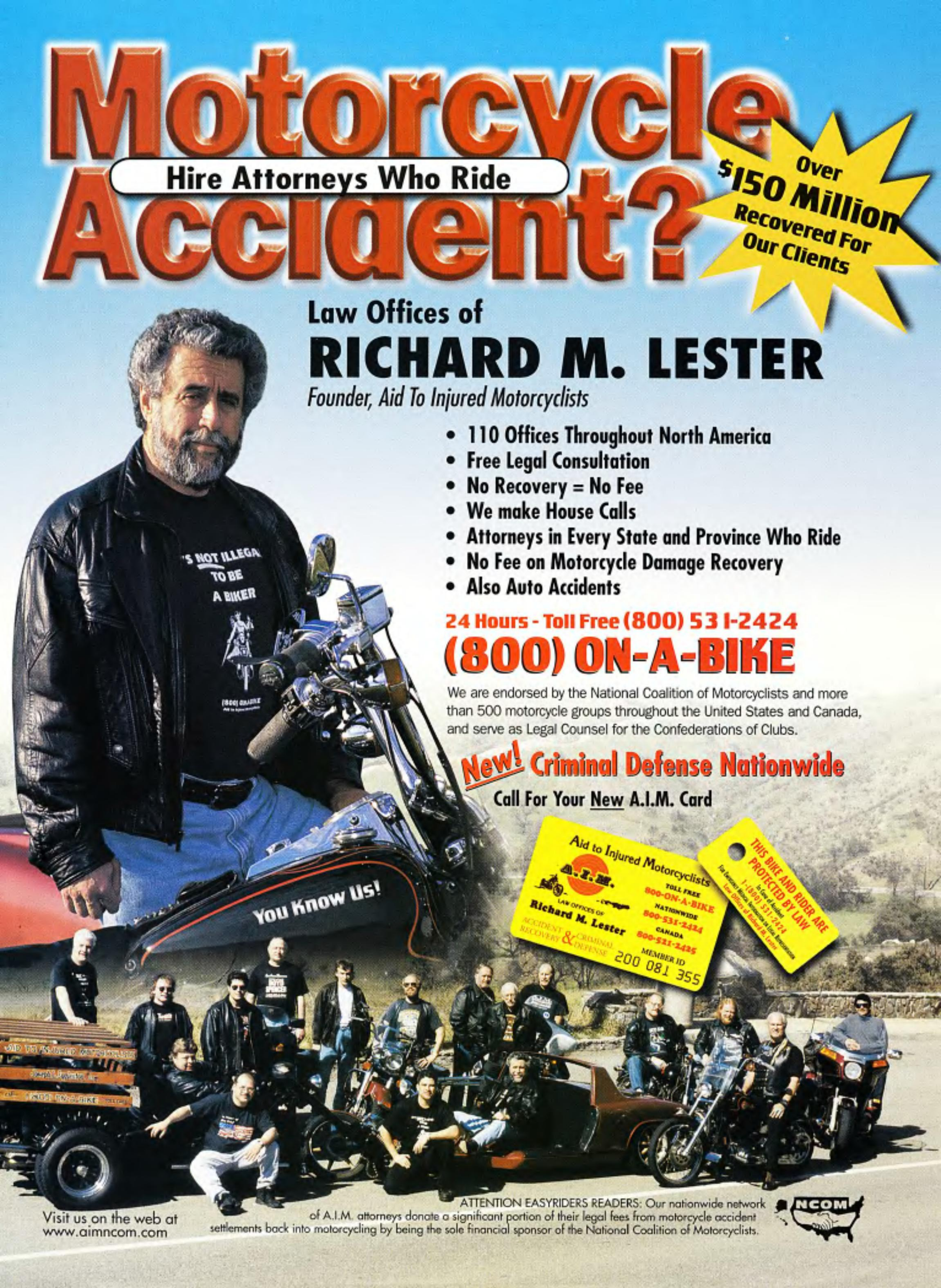
- Catch the Camel DJ and live entertainment
- Boot shine
- Camel Store and C-Note Redemption
- Food and beverages

On Monday, March 6 at 11a.m. The Camel Roadhouse Tour will unveil its custom bike creations by master builders Jesse James (as seen in *Easyriders*), Jim Nasi, Dave Perewitz, Ron Simms and Donnie Smith at the Beach Street location across the street from Daytona Harley-Davidson. Don't miss it!

WIN! one of the mind-blowing custom bike creations seen at the Camel Roadhouse during Daytona Bike Week! The Camel Roadhouse Tour, a major part of the motorcycle rally circuit since 1994, has announced that it will give away **$35,000 toward a custom-built bike!** The nationwide sweepstakes is open to individuals 21 and older and will be awarded during Biketoberfest 2000.

You can enter the sweepstakes in person at the Camel Roadhouse Tour locations, including the Daytona Bike Week locations, or by write-in entry (rules appear in the Camel ad in *Easyriders*).

SEE YOU AT THE CAMEL ROADHOUSE DURING DAYTONA BIKE WEEK, MARCH 3-12, 2000!



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Canada 800-521-2425
Member ID 200 081 355
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ATTENTION EASYRIDERS READERS: Our nationwide network of A.I.M. attorneys donate a significant portion of their legal fees from motorcycle accident settlements back into motorcycling by being the sole financial sponsor of the National Coalition of Motorcyclists.
NCOM

PartsBox

Dressin' Up A Dresser

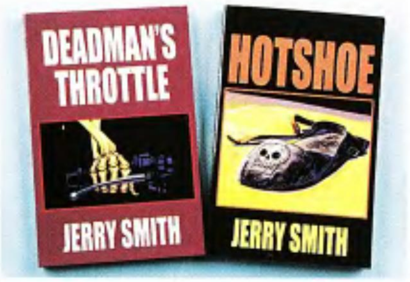
Lots of folks dig Samson's Rolled Thunder oval mufflers, and now there are two new designs for 2000: the M-147 Miter Cut Oval and the M-148 Slant Cut Oval. You'll find both of these nasty-lookin' pipes at Samson's Showroom in Sturgis this year. They're designed for 1995-2000 Dressers and Road King models with fuel injection or carburetor. Available at you friendly neighborhood bike shop or from Samson Motorcycle Products: (714) 518-2480.

Gimme Six-Speeds And A Straight-Away

Now JIMS offers the "Baker by JIMS" six-speed transmission. Picture cruising at 75 mph in fifth gear and then having a whole other gear to go. You reduce engine rpm by almost 475 rpm. The new six-speed offers the strength and reliability of JIMS quality gears, shafts, and 7075-T651 trap door. You can get the complete setup, including cases, a slide-in Conversion Kit that works with your existing cases, or JIMS Six-speed Pro Builders Kit utilizing some of your stock gears. To find out more call JIMS: (805) 482-6913.

Bag It

Here's a great product that brother Rip sent our way. The Motorcycle Protector Bag by Rome Bike Bags is the ultimate way to store your bike and keep it safe from rust. The bags will accommodate everything up to Road Kings and other baggers. The Protector Bag is made from durable, waterproof, 600 Denier polycanvas with heavy-duty YKK zippers and fully encloses your scoot in a snugly cocoon of happiness. The inside is lined in specially coated PVC, which resists moisture and condensation buildup. Give 'em a holler at (888) 766-3245 or visit their site: www.bikebags.com.



Two Tales Of Cycle Suspense

A killer is stalking the dirt track motorcycle races of America, and it's up to moto-journalist Jason Street to find and stop him. The fictional bike magazine editor has already survived double-crosses and treachery at every turn in *Deadman's Throttle*. Now author and long-time moto-journalist Jerry Smith puts poor Jason through more hell in *Hotshoe*, the sequel motorcycle murder mystery. Both books are great reads on those cold winter days. Available through Whitehorse Press: (800) 531-1133, www.whitehorsepress.com.

Simple Doesn't Have To Be Boring

Harley-Davidson is making some pretty trick goodies this year. Check out these Billet-Style Shift Levers to give your bike the cutting edge look and genuine H-D quality. They've got Shift Levers in a variety of cool styles to fit your Sportster, Dyna, a variety of Softail models, and 1988 and later Dressers. Available at your local Harley-Davidson dealer. To find the dealer near you call (800) 443-2153 or visit them on the Web at www.harley-davidson.com.

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The dual, stainless steel blades are etched with authentic *Playboy* graphics, and fashioned in the form of the RABBIT HEAD'S ears. Issued in a Limited Edition of just 45 casting days. Complete with padded and zippered case. Just $55.

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Holy Haggis!

A BONNY MASTERPIECE FROM THE LOONS IN THE VALLEY OF THE SCOTS

Just east of Phoenix, over yon brae and past the auld kirk of the Jesuit missionaries, lies the town of Scottsdale, hame to one of the doucest hooses for custom ponies in the region. Easyriders of Scottsdale was the gey first of many Easyriders franchise stores to open during the late eighties and early nineties, and it still has one of the strongest track records among this group.

Several stores may have come and gone, but Myron Larrabee, the owner of the store, says, "in the ten years that we've been in business, it has never been better."

No idle threats here: Just check out this purple, blue, gold, and god-knows-what-other colors Softail rubbermount, which almost stands as a symbol for the know-how, endurance, and success Myron's shop has shown. For one thing, it is the first custom bike in the state of Arizona to wear a coat of Chameleon paint from House of Kolor, at least according to Myron. "It is pretty darn expensive, but it changes four different colors, depending on the sunlight. After we got done with our bike, another guy did his with the same type of paint and won a first prize with it at the Mikuni bike show."

It's also special, because it's got a Gambler Softail frame with a rubbermount. "It's one of the first such Gambler frames used on a bike like this in Arizona," Myron adds, "and what I particularly like about it is the fact that it's a rubbermount but still looks like a Softail." No doot, 25 years of custom bike building dinna go by for naught, and Myron's definitely got it in his bluid. "We build about three ground-up bikes a year now," he says, "and usually I end up putting a couple of hundred miles on each one of them to make sure everything works properly before we sell 'em."

And work this one does: The bike was finished in '97, and Mike Scott, its current owner (and whose last name sparked the wee Scottish slant o' this tale), comes riding up every couple of days to hang out at the Billet Bar, a watering hole right next door to and owned by Easyriders of Scottsdale. Here, in the heart of town, the local two-wheeled crowd can shoot pool at any of the three tables, listen to live music, and tell their tall tales of life on the road. "Still to this day, Mike hasn't changed a thing on his Softail," Myron claims, "and for a builder, well, that just makes you feel good."

Well what's to change? With its Patrick Racing cylinders, MC Power Arc ignition, S&S cam and pistons, and a myriad of other go-fast goodies, this road rocket hauls chameleon arse. "Sometimes I see Mike doing ninety down the highway," Myron says, "and the next time I catch him at the bar, I kinda tell him about it. 'You better watch out, man, they might get you someday'. But he just laughs."

Sae, there ye have it: a guid story 'bout guid people and guid custom ponies. What more could ye want? Now go get me haggis and lemme reek in peace!

—Tartan Baron

Owner: Myron Larrabee
City: Scottsdale, Arizona

General

Fabrication: Easyriders of Scottsdale
Year/make: 1997 H-D
Model: Softail rubbermount
Assembly: ER of Scottsdale
Chroming: Royal Plating

Engine

Year/model: 1997 Evo
Ignition: MC Power Arc
Displacement: 97 cubic inches
Lower end: S&S
Pistons: S&S
Cases: S&S
Heads: Patrick Heads
Cam: S&S
Carb(s): S&S
Pipes: ThunderHeader 2-into-1
Modifications: Doodson air cleaner, balancing by ER Scottsdale

Transmission

Year: 1997
Modifications: Andrews, back-cut gears

Paint

Molding: Wayne
Painter: Wayne
Color/type: purple, blue/ chameleon, House of Kolor
Special paint: four different colors

Frame

Year/type: 1997 Softail rubbermount
Builder: Gambler
Shocks: stock
Modifications: 39-degree rake, 3-inch stretch

Accessories

Bars: Ness
Handlebar controls: Ness
Fenders: Milwaukee Iron/rear, modified Gambler
Headlight: Headwinds
Taillight: sidemount
Speedo: Ness, built in bars
Pegs: UMI
Foot controls: UMI
Gas tank: Fat Cats
Oil tank: stretched top-mount
Oil system: S&S
Seat: Danny Gray
Mirrors: Ness
Grips: Ness

Forks

Type: Ness
Builder: ER Scottsdale
Modifications: Ness lower legs, hidden axle, internal fork stops

Wheels

Front

Type: Boyd's
Size: 21-inch
Tire: Pirelli
Brake: Ness

Rear

Type: Boyd's
Size: 16-inch
Tire: Pirelli 200
Brake: Ness

Photos: Paul Martinez

A surefire indication you were really poor as a kid: You had to sit around and wait for Grandpa to sneeze to decorate the Christmas tree.

How Now
Brown Cow

Happenings

ALABAMA
ABATE of Alabama
Info: (205) 820-9265

ALASKA
ABATE:
Anchorage Chapter
Info: (907) 566-3332
Kenai Peninsula Chapter
Info: (907) 776-8148
Tanana Valley Chapter
Info: (907) 457-3246

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

MMA of Arizona
Info: (602) 788-8873

ARKANSAS
ABATE of Arkansas
Info: (501) 888-5893

Spring Run
Date: March 24-26
Place: Hope
Info: (501) 605-0532

CALIFORNIA
ABATE of California
Info: (805) 641-2334

MMA of California
Info: (916) 442-4387

COLORADO
ABATE of Colorado
Info: (303) 659-6374

CONNECTICUT
Conn. Motorcycle
Riders Association
Info: (860) 588-6666

DELAWARE
ABATE of Delaware
Info: (302) 834-5793

FLORIDA
ABATE of Florida
Info: (407) 668-5006

Daytona Beach
Bike Week
Date: March 3-12
Place: Daytona Beach
Info: (904) 255-0981;
www.daytonachamber.com

ABATE of Ga. Bike
Week Rendezvous
Date: March 9
Place: Metz #1 Lounge,
South Daytona Beach
Info: (404) 294-8900

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

Run to the Sun
Date: March 3-5
Info: (404) 294-8900

Biker Day
at the Capitol
Date: March 14
Info: (404) 294-8900

International
Motorcycle Show
Date: March 17-19
Place: Cobb Galleria
Info: (800) 331-5707
www.motorcycleshows.com

Dist. 13 Fire Ant
Scrambler Poker Run
Date: March 18
Info: (404) 294-8900

Original Biker Sunday
Date: March 19
Place: Glenhaven
Baptist Church, Decatur
Info: Norm
(770) 898-3516

HAWAII
Street Bikers United
Info: (808) 842-5530

IDAHO
ABATE of Idaho
Info: (208) 345-6231

Idaho Coalition for
Motorcycle Safety
Info: (208) 345-6231

ILLINOIS
ABATE of Illinois
Info: (309) 343-6588

INDIANA
ABATE of Indiana
Info: (317) 422-8040

IOWA
ABATE of Iowa
Info: (515) 858-5001

KANSAS
ABATE of Kansas
Info: (913) 597-5140

Dist. 4 Capital City
Motorcycle Show
Date: March 17-19
Info: Ringo
(785) 286-1586

KENTUCKY
Kentucky Motorcyclists
Association
Info: (800) 68-CYCLE

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

MAINE
United Bikers of Maine
Info: (207) 884-6284

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

St. Patrick's Day Party
Date: March 18
Place: Carroll County
Info: (410) 263-9185

March of Dimes Run
Date: March 26
Place: Carroll County
Info: (410) 263-9185

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1662

MICHIGAN
ABATE of Michigan
Info: (734) 326-5897

Giant Motorcycle
Swap Meet
Date: March 12
Place: Civic Center,
Saginaw
Info: (616) 941-0815

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minnesota Motorcycle
Riders Association
Info: (612) 541-1704

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

MONTANA
ABATE of Montana
Info: (406) 434-2473

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

NEVADA
ABATE of Nevada
Info: (702) 753-8825

Nevada Association of
Concerned Motorcyclists
Info: (702) 870-6121

NEW HAMPSHIRE
New Hampshire
Motorcyclists Rights
Organization
Info: (603) 627-3528

NEW JERSEY
United ABATE of
New Jersey
Info: (732) 549-1990

NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

NEW YORK
ABATE of New York
Info: (607) 387-3433

NORTH CAROLINA
Concerned Bikers
Association
Info: (910) 866-5434

Durham H.O.G. Bike
Show/Raffle
Date: March 18 (rain
date March 25)
Place: Durham H-D
Info: (919) 682-6695

NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

FM Crusaders
Bike Show
Date: March 18-19
Place: Ramada Plaza
Suites, Fargo
Info: Thumper
(218) 233-3713

OHIO
ABATE of Ohio
Info: (800) 252-4537

OKLAHOMA
ABATE of Oklahoma
Info: (918) 836-9559

OREGON
ABATE of Oregon
Info: (503) 285-4329

SE Portland
Anniversary Party
Date: March 11
Info: (503) 760-9015

PENNSYLVANIA
ABATE of Pennsylvania
Info: (717) 234-3777

Motorcycle Parts
Extravaganza/
Indoor Bike Show
Date: March 26
Place: Farm Show
Complex, Harrisburg
Info: (319) 462-6011

RHODE ISLAND
Rhode Island
Motorcycle Association
Info: (401) 722-1122

SOUTH CAROLINA
ABATE of
South Carolina
Info: (803) 283-0819

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 347-4009

TENNESSEE
CMT/ABATE of
Tennessee
Info: (615) 883-5024

Bike Show/Swap Meet
Date: March 26
Info: (615) 907-0304

Volunteer Trivial
Pursuit Run
Date: April 1
Info: (615) 907-0304

TEXAS
ABATE Confederation
Info: bdep.hypermart.net.biker.htm

TMRA II
Info: (512) 459-6777

Waco Motorcycle
Expo and Swap Meet
Date: March 19
Place: Waco
Convention Center
Info: (972) 402-8946

UTAH
ABATE of Utah
Info: (801) 627-1117

VERMONT
Freedom of the
Road Riders
Info: (802) 325-3507

VIRGINIA
ABATE of Virginia
Info: (804) 846-8810

Mid-Atlantic
Motorcycle Spectacular
Date: April 1-2
Place: Capital Expo
Center, Chantilly
Info: (904) 252-3101

WASHINGTON
ABATE of Washington
Info: (425) 643-9675

ABATE Spring Swap
Meet/Bike Show
Date: March 5
Place: Evergreen State
Fairgrounds, Monroe
Info: (360) 568-2868

Dart Run
Date: March 25
Info: (425) 643-9675

Easter Basket Run
Date: March 25
Info: (425) 643-9675

WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0953

WEST VIRGINIA
ABATE of
West Virginia
Info: (304) 547-5495

WISCONSIN
ABATE of Wisconsin
Info: (715) 284-7415

WYOMING
Wyoming Association
of Concerned
Motorcyclists
Info: (307) 235-1324

ABATE of Wyoming
Info: (307) 266-6522
Wyoming Coalition
of Bikers
Info: (307) 687-0459

Motorcycle Show
& Swap
Date: April 1
Place: Central Wyoming
Fairgrounds, Casper
Info: (307) 234-1811

NATIONAL
American Motorcyclists
Association (AMA)
Info: (614) 891-2425;
www.ama-cycle.org

Motorcycle Riders
Foundation (MRF)
Info: (202) 456-0983;
www.mrf.com

National Coalition of
Motorcyclists (NCOM)
Info: (800) 525-5355

CANADA
British Columbia
Coalition of Motorcyclists (BCCOM)
Info: (604) 580-0111

National Swap Meet &
Bike Show
Date: March 25-26
Place: National Trade
Center, Toronto
Info: (705) 778-2275

EUROPE
Federation of
European
Motorcyclists (FEM)
Info: 011 32 2 736 9047

Salon de la Moto
de Madrid
Date: March 14-19
Place: Juan Carlos I
Exhibition Centre,
Madrid, Spain
Info: 011 34 91 722
5043/5000; www.motomadrid.ifema.es; e-mail:
moto@ifema.es

London Motorcycle
Show
Date: April 8-9
Place: London Arena,
London, GB
Info: 011 44 1484
605555

To have your event listed, get the info to us at least 3 months in advance. We're as accurate as possible, but dates can change after publication—so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214; www.easyriders.com

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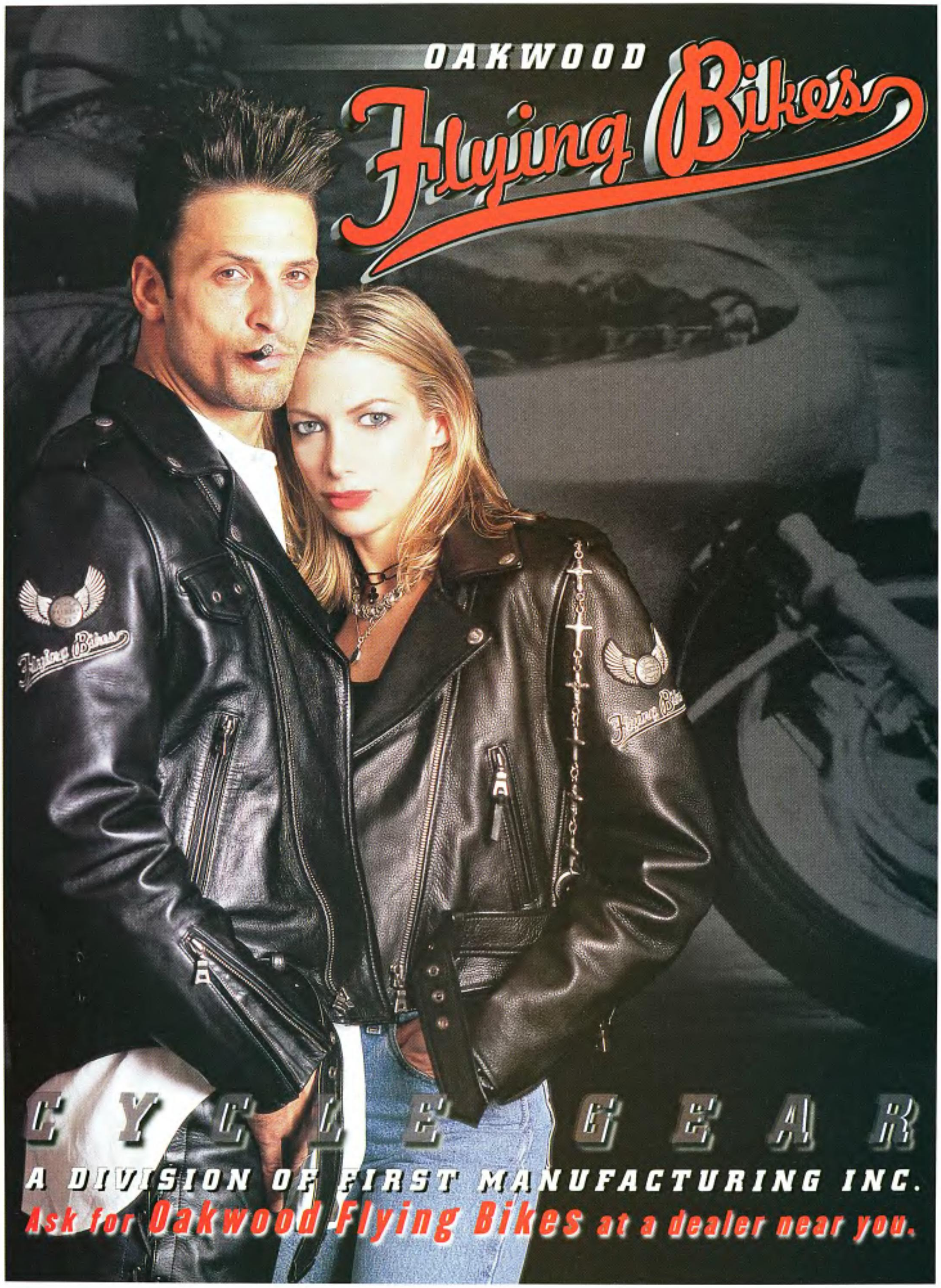
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Easynews

If it's of interest to bikers, we'll print it.

Buell blasts into the future with a bike for Gen-X

The All-New Buell Blast

Did you know that the average motorcycle owner is 44 years old today in the United States, compared to 34 years old in 1985? Does that tell you something? Is anyone listening?

Apparently the folks at Buell American Motorcycles have been listening. They understand that the U.S. motorcycle market is currently operating way under potential and that new customers need to be brought into the sport. They've also studied the needs of a new generation of customers who want to ride but don't know where to start, maybe intimidated by today's sport bikes and cruisers, and don't want to make big financial commitments. These are the people that Buell wants to usher into the world of motorcycles with their new, inexpensive "Blast" model.

Priced at $4395, Buell's all-new, entry-level motorcycle is a fun-looking, lightweight single. It's a new bike from the ground up, featuring a 492cc single engine rubber-mounted to a lightweight, high-strength steel frame.

With a dry weight of 360 pounds, a wheelbase of 55.3 inches, and a rake angle of 25 degrees, this bike is a barrel-full of fun to flick around tight turns. A low, unsprung weight and good brakes always have been a constant with all Buell bikes—they can also be found on the Blast. These 5-spoke, 16-inch alloy rims look killer, and the stainless steel brakes seem to be more than adequate to stop this rig. Other interesting features include two optional seat heights of 25.5 or 27.5 inches to accommodate any rider's height.

Designed to be a low-maintenance bike, the Blast comes with a nonadjustable rear belt drive, as well as pre-set front and rear suspension settings, so you don't need a degree in engineering to get the bike going down the road.

Photos: Harley-Davidson/Buell and Lafayette

You watch, Harley is gonna kick butt with this one.

Even stripped down naked, this thing's a blast!

All body parts are made of Surlyn, a revolutionary plastic that combines great strength and flexibility, with exceptional surface finish. If the plastic gets bent, it goes right back to its original shape. If it gets scratched, it can be sanded smooth and polished back to showroom shine. And if you ever park the bike too close to the garage wall, the flexible turn signal stalks will take a beating without getting parts all over the floor. Again, low maintenance and user friendly.

Buell hopes that the Blast will give new customers the opportunity to learn to ride, build up their skills and confidence, and embrace the passion of riding motorcycles. Check out the Blast at a Harley/Buell dealer near you.

—Lafayette

Shirts Woven In Tradition

For years, those who ride have worn long sleeve T-shirts to protect their arms from the sun and road. It's been hard to find variety until now. *Easyriders* has continued to develop designs that express the soul and spirit of riding. Made in the USA, on silk screened 100% preshrunk cotton shirts, you can wear with pride.

Available in sizes:
MD, LG, XL, XX $29.95*

* Shipping additional. Calif. residents add 8.25% tax.

Call for 100 page full color catalog, product orders or store locations.

800-247-6246

ALS322

ABATE and MMA preach

Millennium Freedom Rally 2000

What would happen if you threw the Freedom Rally of the century and nobody showed? That was pretty close to what happened to the ABATE and MMA organizers in California on January 2, 2000. Slated for the day when both the Assembly and Senate were back in session, organizers had planned for two separate packs to leave from both ends of the state and converge on California's State Capital to voice their outrage over the State's mandatory helmet law and other issues limiting the freedoms of bikers. The only problem: only 600 bikers showed up! Was it the weather? Not likely. Temps never dropped past the low 60s. Was it not publicized? Hardly. This Rally takes place the same time every year, and the date had been set for almost a year prior.

The reason many didn't show up, according to many bikers who attended, was simple lack of interest. Several things have happened to California bikers since the enactment of the helmet law in 1991. Pressured by impending gang-affiliation, emissions control, and insurance laws, bikers on the left coast are tired. Why? For most it was the promise by leaders in ABATE, the MMA, and the AMA that this, although not an easy one, should be a quick victory, due to the fact that many states were already winning their helmet fights. What all of them failed to disclose and realize was that the victorious states had been fighting this fight for many years!

Another problem burdening California's freedom fighters is apathy. There are many new riders in the state who've never ridden without a helmet, and have never experienced the stripping away of their freedom to choose. Couple that with all of the people who thought this was gonna be a slam-dunk, and you'll realize what could/can happen to all of us! C'mon bikers, get off your lazy asses and get to work! Freedom isn't free (ask any Vet) and never will be! Ya gotta work, fight, and be passionate about it. Otherwise we may all as well pack our scooters away and forget it.

The next ride on California's Capital is set for May 2000. Contact your nearest ABATE, AMA, or MMA office, your local club, or even check the pages of this rag for all the information.

—Johnny Queefff

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You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

Down Under Doin's

Aussie Bike Week

The first Gold Coast Motor Bike Week was held down under from October 3-10, 1999. More than 1,000 bikes rode to Broadbeach for the opening of the event. Besides daily rides and a first-rate bike show, the Aussie Bike Week featured a showboat cruise, tattoo contest, Dyno shootout and Biker Ball. This year's Gold Coast Motor Bike Week will run from October 8-14 For info, check 'em out on the Web at: www.131shop.com.au/ps/gocomobiwe.htm.

industry news

John Paliwoda

John Paliwoda, the California Motorcycle Dealers Association's (CMDA) hard-working Director of Government Relations for the past two and a half years, was recently selected to replace the late Wayne Thomas as the Executive Director of the CMDA.

Effective immediately, you can contact John Paliwoda, the CMDA's new Executive Director at: (818) 996-4400, fax: (818) 996-4414. The CMDA's new mailing address is: California Motorcycle Dealers Association, P.O. Box 7336, Van Nuys, CA 91406.

buy and sell

MotorAuction.com

Yeah, you can buy just about everything on the Internet these days, so why not motorcycles? Now MotorAuction.com offers a Web Site that allows you to buy and sell motorcycle parts, accessories, geegaws and yes, even bikes and ATVs. You can get "classified ads" for your stuff or put them in the on-line auction. The Web Site also covers cars, trucks, personal watercraft, snow mobiles and even airplanes. Check it out at www. MotorAuction.com.

hall of fame

Dorothy "Dot" Robinson 1912-1999

In the pre-dawn hours of October 8, 1999, Dorothy "Dot" Robinson passed away at the age of 87. She was a woman before her time, a woman that legends are made of. Born in Australia, her family moved to America in the 1920s. Her father, Jim Goulding, was the manufacturer of the famous Goulding Sidecar, and shortly after moving to the U.S., he obtained an H-D dealership in Saginaw, Michigan.

In 1931, Dot married Earl Robinson. They became the most famous couple in motorcycling. With the help of Arthur Davidson, Dot and Earl purchased her father's dealership and subsequently moved it to Detroit, building it into one of the most successful Harley-Davidson dealerships in the nation.

Throughout the years, Dot became known as "The First Lady of Motorcycling." Even though she learned to "beat the boys" in the enduro races, she was always the epitome of femininity, a true lady. After riding a two day, 500 mile off-road event (and sometimes winning), Dot would join the other racers in the bar, but not before cleaning up and dressing up.

Dot's accomplishments in motorcycling are numerous. Some of the highlights are: With husband Earl, she set the transcontinental speed record for a motorcycle/sidecar unit from Los Angeles to New York in 89 hours and 58 minutes; winner of the National Jack Pine Enduro Sidecar Division, 1940 and 1946; winner of AMA's Most Popular Girl award; co-founder and first president of the Motor Maids, Inc., the first motorcycling organization for women who own and ride their own motorcycles; recipient of the AMA Dud Perkins Award; and in 1999, she was inducted into the AMA Motorcycle Hall of Fame. In the midst of all this, she still worked in their Harley-Davidson dealership and raised a wonderful family.

Proceeded in death by her husband Earl in 1996, Dot's survived by her daughter Betty Fauls, who is an active member of the Motor Maids and will continue her mother's legacy and purpose of promoting the idea that you can ride a motorcycle and still be a lady.

A Celebration Journal is being put together by the Motor Maids to honor Dot's life and legacy. They're looking for your stories, your memories, and impressions about Dot. These will be bound into a book and presented to the AMA, The Motor Maids, and her daughter Betty. After that, books will be available to the motorcycling community.

To submit your entry, send to: Susan Roche, Celebration Journal, P.O. Box 1664, Englewood, FL 34295-1664. Include your name if you're interested in purchasing a copy once the book has been completed.

Dot Robinson was an avid motorcyclist and a consummate lady. She rides on through all of us.

—Susan Roche, Motor Maids Advisory Editor

Photo: Courtesy the Motor Maids

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two-wheeled tidbits

News from around the bikin' world

European Parliament: From The Federation of European Motorcyclists comes the news that member states of The European Parliament have adopted the common position on the "End of Life" recycling directive that motorcycles and motor trikes be excluded. Certain older vehicles are going to be required to be destroyed. The good news is that most bikes will be able to avoid a certificate of destruction.

California: From our friend hdcowboy@mail.cvn.net comes this word: A pilot program in California plans to share your tax information with potential lenders when you apply for a loan. This information (up to now it was held private) will be transmitted via the Internet. It's bad enough that your social security number is considered good for identification, but a birth certificate is not valid to get a drivers license. Your own Social Security card states at the bottom, "FOR SOCIAL SECURITY PURPOSES * NOT FOR IDENTIFICATION." This is getting scary, folks.

Davie, Florida: Jimmie Johnson, the coach of the Miami Dolphins, urged his players to stay off motorcycles because one of his stars was injured while riding and will be benched. He did admit he had no control over what his players did for recreation.

Hanoi: Honda Vietnam is producing the four stroke 110cc bike called the Future, the second domestically produced bike in Vietnam, which sells for the equivalent of $2,050. The company plans to build 14,000 units this year.

Marietta, Georgia: Quantum Motorcycle Company has announced plans for the inmates in Florida Federal prisons to assemble its products. Quantum's new "prison enhancement programs" will start at South Bay and Moore Haven Correctional Institutions in south central Florida. Quantum will handle quality control of the scoots.

—Gunny

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Photo: Excelsior-Henderson

This limited-edition Excelsior-Henderson Touring model makes lovely julienne fries as it blasts your way with its stylish oyster paint (oyster crackers not included). The latest Super X comes with windshield, driving lamps, low profile seat, padded backrest, saddle bags, whitewall tires, a highway bar, and luggage carrier, all for under 20K.

all good deeds

Thanks for your support, West Michigan

I want to thank everyone who joined us for the Road Weasels' second annual poker run to benefit the National Multiple Sclerosis Society. Thanks to your support and generosity, we were able to raise $2,593 for this very worthy cause. This amount is more than double what

Photo: Kim Erickson

"Whoa, I can see right through this!"

we raised last year. This year's 127 riders nearly doubled last year's 74 riders.

Thank you also, Easyriders Magazine and all our other sponsors for your door prize donations. Thanks to your support and the help of numerous friends and family members, the event ran smoothly and many of the participants walked away with a prize. Be sure to mark the last Saturday of August, 2000, and join the fun while we help find a cure for this crippling disease. For more information on next year's event, call (619) 675-4042.

—Kim (Whiney Weasel) Erickson

investment news

Two-Wheeled Investor

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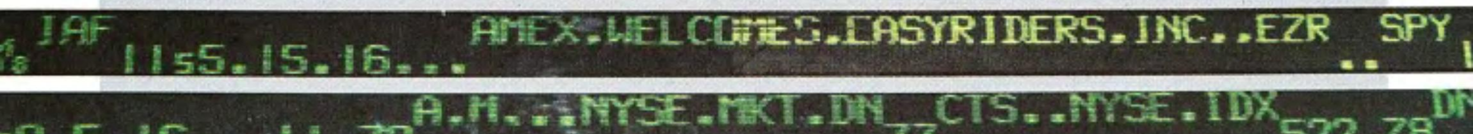
Symbol	Company	Date Public	Last Quote	Date	52-week High/Low
BIKR	BIKERS DREAM	1997	0.62	1/13/00	4.90 - 0.50
EZR	EASYRIDERS, INC.	1998	0.75	1/13/00	2.43 - 0.62
BIGX	EXCELSIOR-HENDERSON	1996	N/A	1/13/00	N/A
HDI	HARLEY-DAVIDSON	1986	59.94	1/13/00	64.06 - 42.75
PII	POLARIS/VICTORY	1996	32.12	1/13/00	45.68 - 27.00
TMOT	TITAN MOTORCYCLES	1998	2.41	1/13/00	5.00 - 2.00



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First Love: J&P's Antique

Some people just never seem to grow up. They simply adapt their childlike behavioral patterns to the stringent demands of adulthood and continue to enjoy certain aspects of their lives as if they were still nine-year-olds writing long wish lists to Santa Claus. Their propensity for what most "normal" people enviously consider to be forms of exaggerated self-indulgence usually manifests itself as a proportionately inordinate amount of time and effort spent with and on various toys, the main objects of desire of any child, regardless of age.

"I started with this collection as a kid," John explains, "when I had a few of these little motorcycles around to play with. One day I just caught on to the idea of collecting them and that they had some kind of value, and by now I have one of the larger collections in the country with about 400 motorcycle toys."

Now, we're not talking about something you might get when ordering a happy-go-lucky lunch deal for the rug rats at your neighborhood fast food joint. "Some of my toys are pretty old, from the teens and twenties, and they range in value from about twenty-five to six or seven thousand dollars," John says. The ones shown on these pages "are some examples of these toys from the teens all the way through the sixties. They can roughly be grouped into the cast-iron American ones, the early European tin toys from Germany or France, and some American tin ones, like the ones from the Marx Toy Co. Particularly the German models showed some exceptional craftsmanship and details, as did the Marx toys. Marx was a German toy maker who emigrated to the U.S. probably in the early thirties and continued to make toy motorcycles with the same German craftsmanship, but with American motorcycles as models."

One of those enviable adult children is John Parham, who supplies not only the J but also the P to J&P Cycles in Anamosa, Iowa, one of the largest dealers and distributors of accessories and after market parts for the Harley-Davidson market. As sole proprietor of J&P Cycles, John (together with his wife, Jill) certainly has the means to support such two-wheeled hobbies, and since he is the boss, nobody can fire or reprimand him for bringing his toys to work. Luckily, his specimens are relatively small and fit easily into any available office space which he then simply dubs his "museum collection." It's good to be the boss.

Photos: J&P Cycles

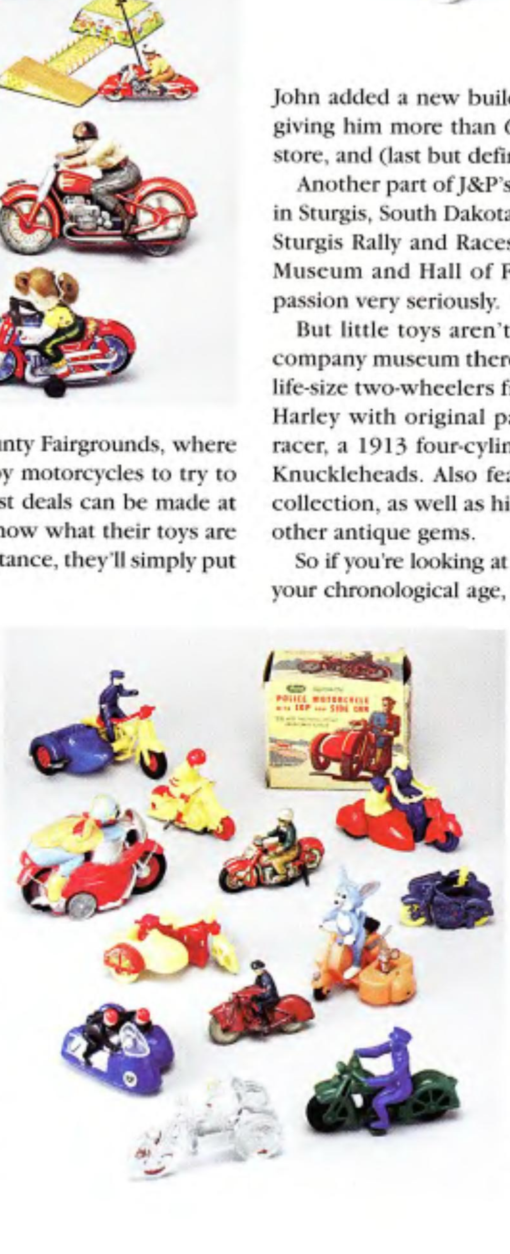
Motorcycle Toy Collection

In the spectrum of motorcycle toys, "there's the old stand-by that people always seem to recognize, the cast-iron Hubley toys," John continues. "Hubley actually was licensed by Indian and Harley-Davidson to make these toys in the twenties and thirties. It's amazing that some of these toys were actually in the Harley catalog and you could buy them at the dealerships. Back then they cost a couple of bucks, and now they're two or three thousand dollar toys. And then there was Vendex, a company in Rockford, Illinois, which made heavy-duty toys for kids who would pull them around on strings. They were made to take a lot of abuse and still stand the test of time."

John visits several toy shows and auctions each year, such as

the Chicago Toy Show at the Kane County Fairgrounds, where he'll set up a booth "to sell and buy toy motorcycles to try to upgrade my collection. Usually, the best deals can be made at toy shows, although most collectors know what their toys are worth, whereas in antique stores for instance, they'll simply put a high price on it, just 'cause it's old."

One of John's favorite toys is a cast-iron Indian that he got at a private auction in his area. "This old fellow had died, and his wife sold his belongings. Among them was an old Hubley motorcycle toy, which he apparently got as a boy, but his mother never allowed him to play with it, and so it was still brand-new. I gave the widow a hundred and fifty bucks for it, and she was very happy. However, the people there, most of them local farmers, thought I was nuts to pay that much for a little toy. Later on I had it appraised because it was in such good shape, and it turned out to be worth a couple of thousand dollars."



J&P Cycles incidentally celebrated its 20th anniversary last year and is still bursting at its seams. Recently, John added a new building to his already considerable realm, giving him more than 63,000 square feet of warehouse, retail store, and (last but definitely not least) museum space.

Another part of J&P's empire is the company's satellite store in Sturgis, South Dakota, which is only open during the annual Sturgis Rally and Races and houses the National Motorcycle Museum and Hall of Fame. As you can see, John takes his passion very seriously.

But little toys aren't the only things John collects. In his company museum there are also some outstanding samples of life-size two-wheelers from days gone by, among them a 1910 Harley with original paint, an Indian eight-valve boardtrack racer, a 1913 four-cylinder Excelsior-Henderson, and several Knuckleheads. Also featured in his museum is John's motor collection, as well as his Indian and Harley bicycles and many other antique gems.

So if you're looking at life through childlike eyes, regardless of your chronological age, John Parham's toy collection is guaranteed to open them in amazement. But even if you're an old fogy who thinks he's seen everything, you'll probably find yourself oohing and aahing over the 16-inch-long Harley-Davidson with rider from the 1950s and made in Japan, or the German Husband-Child-and-Wife Motorcycle from the '20s, or Hubley's 1938 Popeye Spinach Patrol, or the late '20s Hoge Cycle-Car, or, gosh, just look at the Japanese Patrol Auto-Cycle from the late 1950s, or ..., or ... Daddy, can you buy me one? Pleeeeze!!??

John Parham's toy and motorcycle collection can be viewed by the public simply by visiting J&P Cycles at 13225 Circle Drive in Anamosa, Iowa. For more info, call 'em up at (319) 462-4817.

—Red Baron

National Law Chart

Neither Easyriders, Inc., nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, to ensure that the information is correct at the time of publication.

	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors (l, left; r, Right)	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	x	#		17	>	>			x			√
Alaska	x-4		x-15	17	>	>		*	x (l, r)	x-27		√
Arizona	x-4	#-12	x-14	17	>	>			x	x-28		√
Arkansas	x-6		x	x-17	>	>			x	x		√
California	x	#-6,12		x-17, 20	>	>		24	x	x-27		√
Colorado		#-12	x	17	>	>			x	x-27		√
Connecticut	x-4, 9	#-4, 12	x-14	x-17, 21	>	>			x	x-27		√
Delaware	x-1,2,5,9	#-4,12,13	x	17	>	>			x	x		√
Florida	x	#-6,12,13	x	x-17	>	>			x			√
Georgia	x	#-12,13	x-14	x-17	>	>		25	x			√
Hawaii	x-1,4	#	x-14		>	>	23		x	x		
Idaho	x-4	#-6		17	>	>				x		√
Illinois		#-4,12,13	x-9	x-17	>	>			x			√
Indiana	x-4,9	#-12	x-4	x-17,18	>	>						√
Iowa		#11,12		x-17,19	>	>			x			√
Kansas	x-4	#-12	x-14	x-20	>	>			x (l)	x-27		√
Kentucky	x-6, 31	#-12	x		>	>			x			√
Louisiana	x-4	#-12	x-14	17	>	>			x (l)	x		√
Maine	x-7	#-11,13		x	>	>			x	x		√
Maryland	x-1	#-4	x-14		>	>		24	x (l, r)	x-29		√
Massachusetts	x	#	x-9,14	17	>	>		*	x	x		√
Michigan	x	#-4, 12	x-14,16	17	>	>			x	x-27		√
Minnesota	x-4, 9	#-4	x	x-17	>	>		24	x	x-27		√
Mississippi	x									x		√
Missouri	x	#-12,13		17						x		√
Montana	x-4	#-12		x-17	>	>			x			√
Nebraska	x	#-12-13		17	>	>						√
Nevada	x	#-12	x-14	17	>	>			x (l, r)			√
New Hampshire	x-4	#-12	x-14	17	>	>			x	x		√
New Jersey	x-1	#	x-9, 14	17	>	>			x	x		√
New Mexico	x-1,4	#-4,12,13	x-14	17	>	>			x	x-27		√
New York	x-1		x	x-17	>	>		24	x	x		√
North Carolina	x	#		x-17	>	>			x	x		√
North Dakota	x-1, 4	#-10		17	>	>			x			√
Ohio	x-3, 4	#-4	x-14	17	>	>			x	x-27		√
Oklahoma	x-4		x-14	x-17	>	>			x (l, r)	x		√
Oregon	x	#-5, 12		x-17	>	>			x	x-27		√
Pennsylvania	x	#-12,13	x	17	>	>		25	x-19, 26	x		√
Rhode Island	x-3,6,8	#-11,12,13	x		>	>		*	x	x		√
South Carolina	x-1,6		x-6, 14	x-17	>	>			x	x		√
South Dakota	x-4	#-12,13	x-14	17	>	>			x			√
Tennessee	x	#-12	x-14	x-17	>	>			x			√
Texas	x-6, 30	#-4		17	>				x	x		√
Utah	x-4	#-12		17	>	>			x	x		√
Vermont	x-1	#	x-14	17	>	>			x	x		√
Virginia	x	#-12	x-14	17	>	>			x	x	*	√
Washington	x	#-4	x-14	x-17	>	>	22		x (l, r)	x-27		√
West Virginia	x-1	#-12,13	x	x	>	>			x	x		√
Wisconsin	x-4, 9	#-4, 12	x-9, 15	x-17	>	>			x	x-27		√
Wyoming	x-4	#		x-17	>	>			x			√
Wash DC	x		x-14	17	>	>			x	x	*	

LEGEND:

√ In effect on designated rural interstate highways
x Required by law
Available for all eligible applicants
***** Prohibited to use or possess
> Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required unless equipped with windscreen
15 Required unless equipped with windscreen that is 15" above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/15/56
19 Required for vehicles manufactured after 4/1/77
20 Required for vehicles manufactured during or after 1978
21 Required for vehicles manufactured during or after 1980
22 Prohibits passengers under age 5
23 Prohibits passengers under age 7
24 Single earphone only
25 To be used for communication purposes only
26 Required by inspection regulations
27 Random
28 Annual emissions, some areas
29 Upon title transfer
30 Over 21 exempt with proof of completion of riders safety course, or with proof of medical insurance in amount of at least $10,000.
31 Over 21 exempt with sticker— obtained from State after presenting DMV with proof of insurance.

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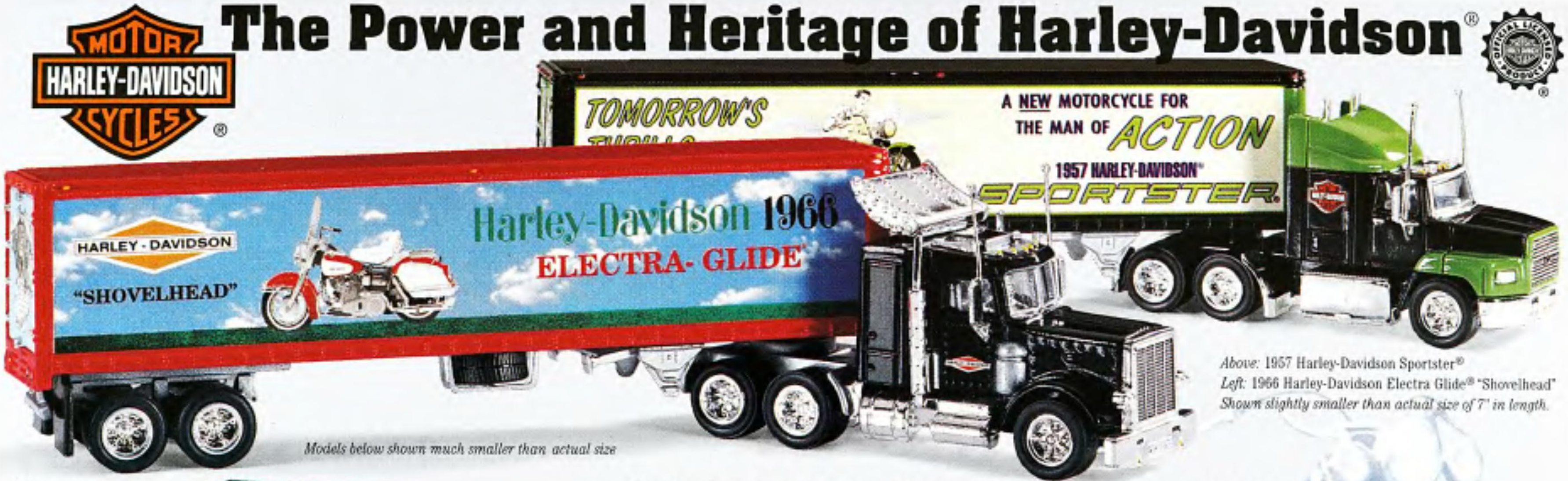

Above: 1957 Harley-Davidson Sportster®
Left: 1966 Harley-Davidson Electra Glide® "Shovelhead"
Shown slightly smaller than actual size of 7" in length.

Models below shown much smaller than actual size

1909 Harley-Davidson V-Twin®

1929 Harley-Davidson WL-45 Cubic-inch Twin

1937 Harley-Davidson 61 OHV "Knucklehead"

1948 Harley-Davidson 74 OHV-Twin "Panhead"

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Vintage Harley-Davidson advertising from the factory Archives – displayed on powerhouses of the American road – just $24.95 each!

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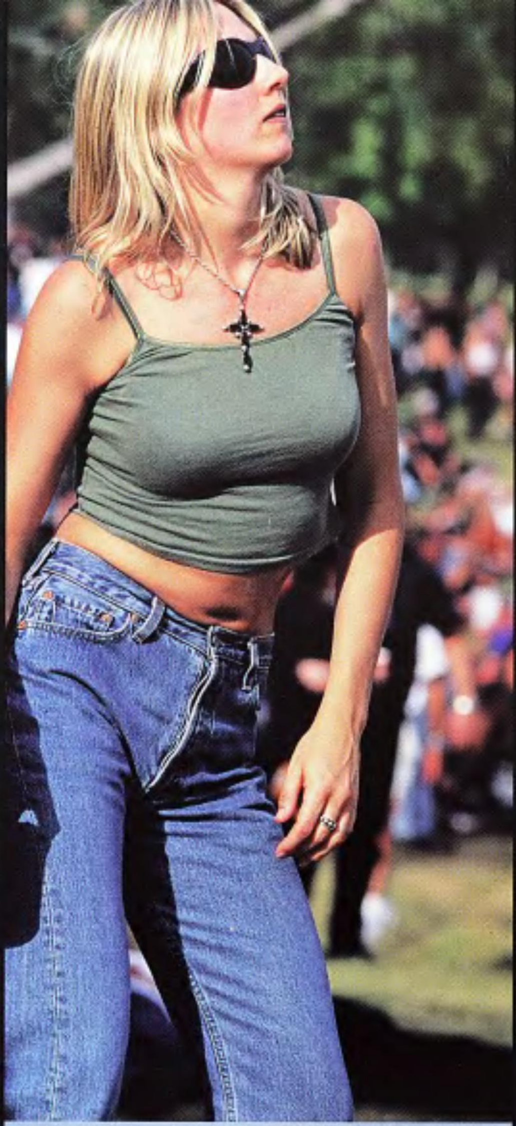
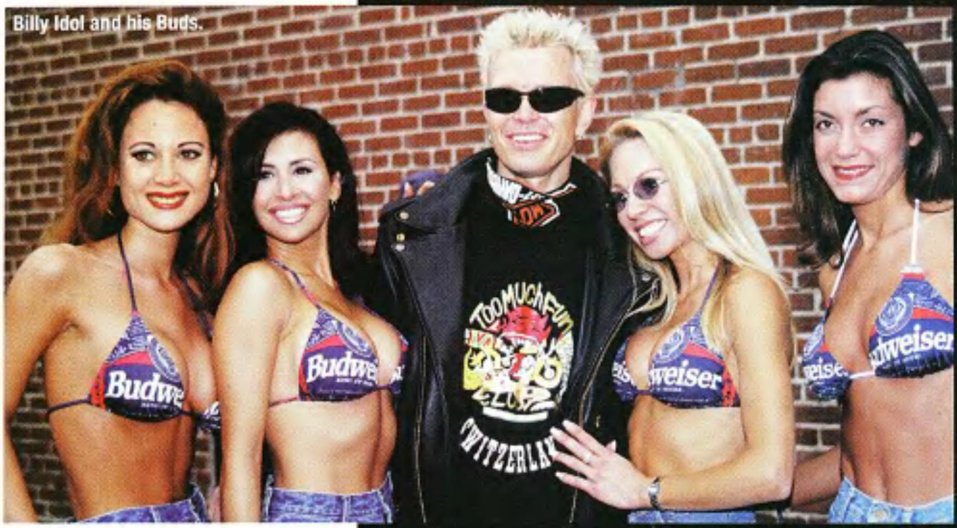
LOVE RIDE 16

ANOTHER MILLION DOLLAR DAY IN PARADISE

Any rider worth his or her salt has heard of the Love Ride, the annual November pilgrimage to Glendale Harley-Davidson for a 100-mile charity ride for MDA and other charities. Each year, bikers show up from all over the world for this day of riding and brotherhood that ends up out at beautiful Lake Castaic, California, and each year those bikers put together over one million dollars in cash and pledges for a good cause.



LOVE RIDE 16


Billy Idol and his Buds.

Lindsay Wagner, Peter Fonda, Bill Hayward, Larry Hagman, Willie G. Davidson, Robert Blake, Lorenzo Lamas, Branscombe Richmond, all took to the stage

Branscombe gets goosed.

Baretta be tough!

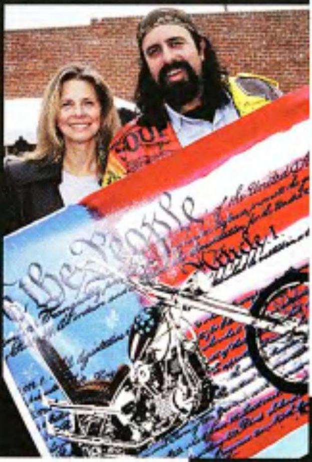
Check da flag, check da helmet on Bad Dog Fonda.

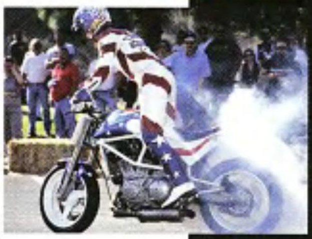
Lindsay Wagner could af-Ford to be there.

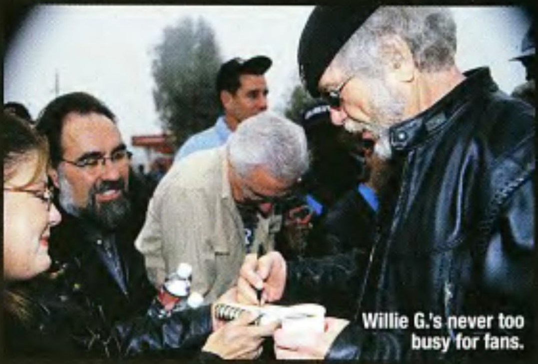
Nowadays, by the morning of the actual Love Ride everyone is all partied out, but that doesn't stop this mighty money-makin' machine. The 16th running of the Love Ride began under a thick blanket of SoCal fog thick enough to make many riders stop and wait it out for a few hours. Others took off straight to the lake instead of enduring the endless engine meltdown that occurs when 30,000 riders try to make it out of Glendale Harley to the freeway a few miles distant. A gaggle of Hollywood celebrities were on hand to start off the day, including a new face, Lindsay Wagner, who was there to hock the new Ford F-150 Harley pickup. One famous face that was missing this year was Love Ride staple Jay Leno, but Peter Fonda, Bill Hayward, Larry Hagman, Branscombe Richmond, Lorenzo Lamas, Willie G. Davidson and his entire family including daughter Karen and son, Bill, all took to the stage to get event-goers riled up and ready to ride.

The weather was picture-perfect, a whole lot better than last year's drizzly day, and once at the lake, there was a lot more to see. Every aftermarket motorcycle vendor known to man was there to show off their new products. Highlights included Russ Tom's (Downtown H-D of Seattle) wild green asphalt-eater custom what-zit bike over at the Drag Specialties truck; the Ridley Motorcycle Co.'s miniature marvel, a Fat Boy the size of a mini-bike; some pretty amazing customs by Performance Specialties; mind-blowin' big-bikes by Weerd Bros.; the prototype Indian Scout and new Indian Chiefs; Victory's new SC model; and some outstanding new radical rides by American Eagle, Confederate, and Big Dog. The Ness team and Simms crew were on hand with a sea of brilliantly-colored custom scoots, and it was good to see Mondo from Denver's Choppers and Tom from Damon's displaying their incredible wares.

Fox News sent a fox!

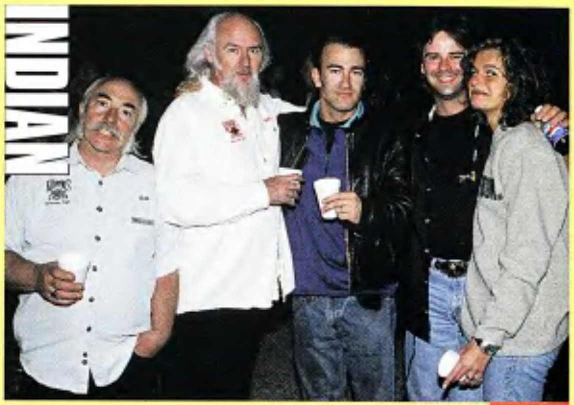





Willie G.'s never too busy for fans.

Every aftermarket motorcycle vendor known to man was there to show off their new products.

Robbie Knievel and friend.



THE PARTIES

16

In recent years, folks show up several days in advance for the various parties and festivities surrounding the Love Ride, such as our own Pre-Love Ride whoop-de-doo at Calamigos Ranch in the Santa Monica Mountains, get-togethers by the Hamsters, Weasels, Uglies, The Daves, and a potpourri of parties by aftermarket companies and bike manufacturers. Highlights include the doin's at Performance Machine, Jesse James' West Coast Choppers, and Indian Motorcycle, who debuted their too-cool Scout model for 2000 (we'll roadtest the 100-cubic-inch eye-dazzler in a future issue).

Savannah and Tammy.

Barry and Arlen.

Damned Weasels.

They be Ugly.

Photos: Markus Cuff, Kim Peterson, Stan Miles

As the sun beat down and leathers were discarded, Love Riders partied with Sammy Hagar, and that son-of-a-spark plug rocked! Enormous masses of Tony Roma's barbecue was consumed, a Mississippi-sized thirst was quenched with endless beer, soda, and water, and, once again, over $1 million was raised in a single day. Though much more could be said, the pictures before you say it best. It's all about helping others and having fun. That's love, baby. —*Phantom Dave*

Our industry pace-setting bad boy just got manners. Introducing the new Ground Pounder ST.

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Talking Tech

TRUE TECH TRIVIA

The amazing time-saving kitchen device known as the microwave oven was invented after a researcher walked by a radar tube and noticed that a chocolate bar melted in his pocket. And now ... Talking Tech.

TO WRENCH ... OR NOT?

I've got a roached fifth gear goin', and my bike is unrideable at this point because of it. I'm thinking of doin' the work on the ol' Softail myself, and it's been explained to me that this is doable, even for a wrench of my modest experience. From what I've seen, the tranny case doesn't have to come all the way out, and I'd prefer to leave it in so that I don't have to go back and recheck the alignment of the engine and trans. Can I do this, and better yet, should I?

Jake
Lompoc, California

This isn't a job that is excessively difficult; rather, it's just a long process that involves some careful attention to the tranny during the disassembly and reassembly stages. No, the tranny case doesn't have to be completely removed, but it will be a good idea to have a puller handy for removing the primary bearing's inner race from the mainshaft. Give your service manual a good read on this procedure before you get into it, especially where the shifter mechanism inside the tranny is concerned. There's not a lot of rocket science to it, but if the shifter isn't set right then the bike won't shift properly. Talk to a few other mechanics, and if you don't feel comfortable, have one of them tackle it for you. Oh, and invest in a lock plate for the tranny sprocket nut. That should help prevent roaching the splines on the drive gear. Good luck!

FILTER FALTER

All right, I think somewhere I got snookered. I bought a new oil filter mount from Custom Chrome for my '93 Heritage, and now my oil lines don't fit. I wanted to add some more chrome to my engine and I was surprised to see that the threads in the piece I bought were way too small to accept the fittings on my oil lines. What gives? I'm OK to ride, because I put the stock one back on, but I'd sure like to know what happened.

Mike Elmore
Waukegan, Illinois

This one's easy. What happened is, you got the oil filter housing that is made to accept 1/4-pipe barbed fittings that use slip-over oil line. They make these for custom bikes or for conversions to this type of filter mount (provided the engine case has the holes in it for the filter mount). You got CCI part number 20-302, which is for custom slip over steel braided or rubber lines, but you want 20-301, which is for stock oil lines.

START OVER

After years of experiencing the joy of kick-starting my Shovel, I've made the swap over to electric start (the bike had it at one point, but it was removed by the previous owner for reasons I never understood). Well, at the advice and with the help of some good friends, I got a new Spyke starter, an Accel bendix gear, and all of the little bits and pieces necessary to make it all work. The problem now is, it turns over OK every so often, but more often than not it just spins the starter and makes some funny noise. I've checked everything, and since it does start every so often, I'm starting to wonder about the battery. It's only about a year old, and I thought it was in good shape. Should I change it?

Tex
Dee-troit

If all of the parts are there and it starts one time and doesn't the next two or three, get a new battery. The condition you're experiencing is that of a tired battery. Try giving it a charge and see if it holds. If you still have the problem, get a new battery, and a good one, such as a Big Boar or Odyssey. Make sure your cable connections are clean and give it a go. Should start every time after that.

SWITCH, SWITCH

I'm about ready to buy a set of billet handlebar controls for my Springer. At your advice, I got all the catalogs and asked around so that I had a pretty good idea of what would and wouldn't work. My only concern now is, most every billet handlebar master cylinder states somewhere in fine print that there is no provision for a brake light switch. I'd really like to hang on to this feature, but at the same time really want the billet hand controls.

Joe Alnas III
Tres Pinos, California

There are three options here. First of all, you can relocate the stoplight switch, and there are special fittings that allow a hydraulic switch like the one on your rear brake system to be used directly on the caliper at the banjo bolt. The problem with this is that it looks kinda clunky. The second option is one I'll be doing a tech tip on a few issues from now, and it's a super trick piece brand new from the guys at Goodridge. It's a miniature brake light switch and banjo bolt all in one. It's super small and won't look too clunky on any caliper. Since you haven't purchased the controls yet, I'd suggest looking at GMA hand controls. I bought some for my bike a while ago and was pleased to see that they have adapted a stop light switch underneath the brake lever. It's really a nice setup and allows you to avoid relocating your brake switch or eliminating it completely. I got mine from Drag, so have a look through their catalog or call GMA direct at (402) 330-5105.

SHIM STUCK

I put on a set of Performance Machine passenger pegs to match my forward controls, and although I'm happy with the quality, I'm having a hard time getting them to "clock" properly. They have included shims to help clock the pegs correctly, but none of them seems to get it just right. Maybe I'm just picky, but I want them to be right, ya know? What can I do short of buying tons of shims and hoping for the best?

Ace
Boulder, Colorado

First take off all of the shims you have on the footpeg stud and grab your set of feeler gauges. Use the feeler blades as a shim and tighten the footpeg up against them until you get the clocking just where you want it and take note of the thickness that worked best. Brass shim stock can be purchased that comes in a selection of different thicknesses, and with that you can make your own shims to get the clocking exactly the way you want it.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

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Mike Moore

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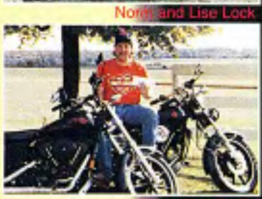
Dan Lisenko

and Lise Lock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Spectacular Discounts lowest prices ever! ...see entry form for details

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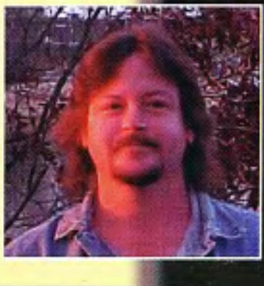
But, you gotta enter to have a chance.

Meet Jackie Nash, last year's GRAND PRIZE WINNER of a Titan Playboy Custom Motorcycle.



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1. Use the enclosed Official Entry Form and subscription envelope. Mail your entry to the Easyriders Spectacular New Millennium $225,000.00 Subscription Sweepstakes P.O. Box 50044, Boulder, CO 80322-0044. Entry form must be legible and completed in full to be valid. All entries must be received by August 31, 2000. Easyriders, Inc. assumes no responsibility for lost, misdirected or late mail.

2. Prizes are nontransferable and not redeemable for cash. No substitution of prizes is permitted. You may win one of a total of 1,454 prizes — 1 Grand Prize, 1 First Prize, 1 Second Prize, 1 Third Prize, 100 Fourth Prizes, 100 Fifth Prizes, 750 Sixth Prizes, and 500 Seventh Prizes. The $15,000.00 cash option is in lieu of only the Third Prize choice. The motorcycle prizes pictured may not be the specific ones awarded. Total approximate retail value is $225,500.00.

3. Winners will be selected by random drawing from all entries received by Wood Business Solutions International, whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or prize will be forfeited and an alternate winner selected. In the event that all prizes are not claimed, which is likely, random drawings will be held from among all entries received to award unclaimed prizes. The odds of winning a prize will depend upon the total number of eligible entries received.

4. Sweepstakes is open to all residents of the U.S. aged 18 and over, except employees of Easyriders, Inc. and their families, its affiliated companies, and advertising and promotion agencies. Sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. ALL FEDERAL, STATE AND LOCAL TAXES, IF ANY, AND DELIVERY OF BIKES ARE THE RESPONSIBILITY OF THE WINNERS.

5. Winners may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Easyriders, Inc., and none will be returned. Winners grant Easyriders, Inc. and its agencies the right to use their names and likenesses for advertising and promotional purposes.

6. For a list of major prize winners, send a separate, stamped, self-addressed business envelope to Easyriders, Inc., 1999 Sweepstakes Winners List, P.O. Box 1050, Agoura Hills, CA 91376-1050.

NO PURCHASE NECESSARY TO WIN.

You could be a winner too!

Laconia Survival Guide

Old As Dirt and Lots More Tasty

Legend has it that the Watchadoinfahlunch Indians of New Hampshire used to gather 'round the campfire near a huge-ass lake called Winnipesaukee and suck the campfire smoke 'til they dropped. Then, they'd start banging drums, shaking rattles, and smearin' paint all over any body part that moved. Next, they'd start singin' songs, flashin' flesh, and racin' horses. Matter of fact, they had both hillclimbs and runs through the woods to see who was really the big chief among the li'l Indians ...

You buyin' any of this crap? Didn't think so. We continue thus ...

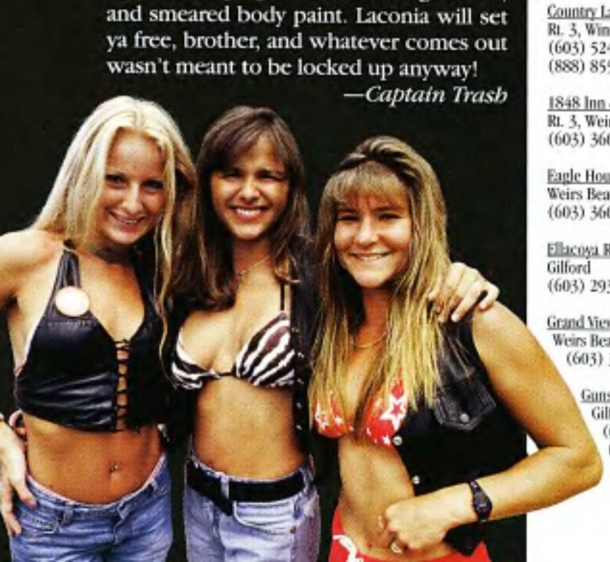
Word begin to spread throughout the northeast part of then North America that some place called Laconia (the Indian name for what they caught fish with, I believe) was definitely pow-wow central. Papyrus with info on when, what, and where became more valuable than Pocahontas' pink slip (ownership was a strange thing back then; gold was too precious for wedding rings). And so was born the very first survival guide to some place called Laconia.

Fast-forward to the earliest rings of the 21st-century tree: Seventy-seven years later ago, motorcycles have replaced horses, bikers have replaced Indians, and processed hops have replaced campfires. Hell, the Vintage Races alone are worth the trip down memory lane, not to mention the myriad of serious Super Bike events out at the New Hampshire International Speedway. Yee haw.

Don't believe us? Fine. Don't show up. Stay home. Watch TV. And when your road-weary bros roll back into town lookin' like something a 20-year old hardbelly wore out for a week solid, tell 'em they missed some really great *M.A.S.H.* episodes ...

... *or* pack your bags, throw the cat in the closet with a bag o' litter and food, and take any and all roads necessary to the land of banging drums, shaking rattles, and smeared body paint. Laconia will set ya free, brother, and whatever comes out wasn't meant to be locked up anyway!

—*Captain Trash*



WHERE THE HELL TO STAY
Live large, go big, shower regularly ... these hotels, motels, cottages, condos, and campgrounds oughta do the trick. If not, there's always a hammock in the woods.

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B. Maes Resort Inn & Suites
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(603) 293-7511
(888) 454-2537

Birch Knoll Motel
Laconia
(603) 366-4958

Black Horse Motor Court
Rt. 3, Ashland
(603) 968-7116

Brook & Bridle Summer Homes
Roberts Cove Rd, East Alton
(603) 569-2707

Castle Rest at Weirs Beach
Weirs Beach
(603) 366-2566

Channel Inn & Cottages
Weirs Blvd
(603) 366-4673

Christmas Island Resort
Weirs Blvd., Laconia,
(603) 366-4378
(800) 832-0631

Clearwater Cottages
Neal Rd., Meredith
(617) 438-6700
603) 279-6608

Cozy Inn & Cottages
Weirs Beach
(603) 366-4310

Country Lake Resort
Rt. 3, Winnisquam
(603) 524-6897 -
(888) 855-6897

1848 Inn & Motor Resort
Rt. 3, Weirs Beach
(603) 366-4714

Eagle House
Weirs Beach
(603) 366-5927

Ellacoya Resort & Cottages
Gilford
(603) 293-7792

Grand View Motel
Weirs Beach
(603) 366-4973

Gunstock Country Inn
Gilford
(603) 293-2021
(800) 654-0180

Half Moon Motel & Cottages
Weirs Beach
(603) 366-4494
E-mail: halfmoonmotel@weirsbeach.com

Harris Shore Cottages
Gilford
(603) 267-5941

Highland Motel & Cottages
Weirs Beach
(603) 366-5500

Hi-Spot Motor Court
Rt. 3, Weirs Blvd., Laconia
(603) 524-3281

Holiday Bay Cottages
Weirs Blvd., Laconia
(603) 366-4414

Inn at Mill Falls & Bay Point
Chase House, Rt. 3, Meredith
(603) 279-7006 -
(800) 622-6455

King Birch Inn
Alton Bay
(603) 875-2222

Kona Mansion Inn
Center Harbor
(603) 253-4900

Lake Shore Motel & Cottages
Center Harbor
(603) 253-6244
(941) 439-6625

Lakeview Hotel & Cottages
Weirs Beach
(603) 366-4621

Lake Winnipesaukee Motel
Rt. 3, Weirs Beach
(603) 366-5502

Landmark Inn
Main St., Laconia
(603) 524-8000

Lazy E Motor Inn
Rt. 3, Weirs Beach
(603) 366-4003
E-mail: schuster@fcgnetworks.net

Lord Hampshire Motel & Cottages
Rt. 3, Tilton
(603) 524-4331

Lynnmere Motel & Cottages
Rt. 3, Tilton
(603) 524-0912

Margate on Winnipesaukee
Rt. 3, Laconia
(603) 524-5210
(800) MARGATE

Marquis Resort
Winnisquam
(603) 524-0408

Misty Harbor Resort & Barefoot Beach Resort
Rt. 11B, Gilford
(603) 293-4500
(800) 336-4789
E-mail: misty@mistyharbor.net

Mountaineer Motel & Restaurant
Rt. 3, Lincoln
(603) 745-2235
(800) 356-0046

Naswa Resort
Weirs Blvd., Laconia
(603) 366-4341
E-mail: thenaswa@aol.com

Phillips House
Winnisquam
(603) 524-1649

Proctor's Motel & Cottages
Weirs Beach
(603) 366-5517

Resman Lodging at Misty Harbor
Rt. 11B, Gilford
(603) 293-4700
(877) 337-4789

Richaven Cottages
Weirs Blvd., Laconia
(603) 524-7704
(413) 583-3132

Riverview Inn
Alton Bay
(603) 875-5001

Rosewood Country Inn
Bradford
(603) 938.5253
(800) 938-5273

St. Moritz Terrace Resort
Laconia
(603) 366-4482

Shalimar Resort & Spa
Rt. 3, Lake Winnisquam
(603) 524-1984 -
800) 742-5462

Silver Sands Motel & Marina
Rt. 11B, Gilford
(603) 293-4481

South Bay Resort
Laconia Rd., Tilton
(603) 528-2449

Sun Valley Cottages
Rt. 3, Weirs Beach
(603) 366-4945

Super 8 Motel
Rt. 3, Tilton
(603) 286.8882
(800) 800-8000

Tower Hill Cottages
Weirs Beach
(603) 366-5525

Town Line Motel
DW Highway, Meredith
(603) 366-5570

White Oak Motel & Lakefront Cottages
Ashland
(603) 968-3673
(888) 965-1850
E-mail: whiteoakmo@aol.com

Weirs Beach Smokehouse
Weirs Beach
(603) 366-2400

Weirs Beach Motel & Cottages
Weirs Beach
(603) 366-4604

Yankee Trail
Rt. 3, Holderness
(603) 968-3535
(800) 972-1492
E-mail: ytm@worldpath.net

BED & BREAKFASTS

Bay Side Inn
Alton Bay
(603) 875-5005

Belgian Acres
Tilton
(603) 286-2362

Black Dog Manor
Franklin
(603) 934-0322
E-mail: h20dogs@fcgnetworks.net

Cartway House Inn
Center Sandwich
(603) 284-6219
(800) 501-6219

Corner House Inn
Center Sandwich
(603) 284-6219
(800) 501-6219

Duck Pond B&B
Alton
(603) 776-4111

Englewood B&B
Franklin
(603) 934-1017
(888) 207-2545

Ferry Point House
Sanbornton
(603) 524-0087
E-mail: ferrypt@together.net

Hickory Stick Farm
Belmont
(603) 524-3333

Historic Temperance Tavern
Gilmanton
(603) 267-7349
E-mail: temptav@nh.ultranet.com

Horse Haven
Salisbury
(603) 648-2101

Inn at Smith Cove
Gilford
(603) 293-1111

Inn at Peyton Place
Gilmanton I.W.
(603) 364-7315

The Agnes Pease House B&B
Rochester
(603) 332-5509

Shaker Woods Farm
Sanbornton
(603) 528-1990
E-mail: shaker_woods_farm@compuserve.com

Red Hill Inn
Center Harbor
(603) 279-7001
(800) 573-3445

CONDOMINIUMS

Cedar Lodge at Brickyard
Weirs Beach
(603) 366-4316
(800) 366-4883

Della Paolera Condo
Weirs Beach
(978) 463-3163 (after 6 p.m.)
E-mail: BigMrD@aol.com

Gagnon Properties
Weirs Beach
(603) 623-5997/366-2556

Lake Valley Properties
Carlisle, Mass.
(508) 369-8049
(603) 366-4684

Samoset at Winnipesaukee
Gilford
(603) 293-8068

PRIVATE CONDOS

Steele Hill Resort
Sanbornton
(603) 524-2690
(800) 286-6985

Summit Resort
Laconia
(603) 366-4896
(800) 563-7060

Village at Winnipesaukee
Weirs Beach
(603) 366-4878

VACATION RENTALS

Century 21 Lakes Region Realty
Center Harbor
(603) 253-7766
E-mail: eperts@LakesRegionRealEstate.com

Coldwell Banker/Steve Weeks
Laconia
(603) 524-2255

Preferred Vacation Rentals
Center Harbor
(603) 253-7811
(800) 639-4022

Roche Realty at South Down Shores
Laconia
(603) 528-0088

De Wolfe Company
Laconia
(603) 524-5256

CAMPING

Clearwater Campgrounds
Meredith
(603) 279-7761
(617) 438-6700

Ellacoya State Park
Gilford
(603) 271-3628

E-Z Livin Cabin
Bristol
(860) 599-0749

Hack-Ma-Tack Camping Area
(603) 366-5977

Gunstock Campground
Gilford
(603) 293-4341
(800) GUNSTOCK

Meredith Woods 4 Season Camping
Meredith
(603) 279-5449
(800) 848-0328

Paugus Bay Campgrounds
Weirs Beach
(603) 366-4757

Pine Hollow Camping World
Weirs Beach
(603) 366-2222
(508) 647-1966

Pine Woods
Moultonboro
(603) 253-6251

Weirs Beach Tent & Trailer Park
Weirs Beach
(603) 366-4747

Yogi Bear's Jellystone Park
Ashland
(603) 968-9000

NH Veteran's Association Campground
(603) 366-5568

WHERE THE HELL TO DRINK AND HEAR MUSIC

This small list came courtesy of Tweak, a bro who can't seem to remember much of what happened at last year's Laconia, but who swears he enjoyed these places.

Weirs Beach Smokehouse
Music: Excellent blues

Nothin' Fancy
Music: Pop

The Crossroads
Music: Occasional rock 'n' roll

Naswa Resort
Music: Live bands, different styles

Broken Antler
Music: Rock 'n' roll, blues,

WHERE THE HELL TO EAT

Weirs Beach has food. Well, gee, no shit. This year's Laconia Guide tracked down a few places you might wanna know about ahead time, mostly because if you need to meet folks someplace for certain grub, let's say, Italian ... well, hell, hoss, we can tell ya right where to go! Sorta, so to speak. We also broke it down by location, as in, which part of Weirs Beach. The place is huge. Plan ahead, and charge up them cell phone batteries so you can keep track of your wandering brethren.

CHOW PALACES AT THE CENTER OF WEIRS BEACH

Patio Garden Restaurant
Specialty: Italian & American
Meals served: Lunch and dinner
Location: Winnipesaukee Marketplace
Phone: (603) 366-5800

StageView Sub Shop & Grill
Specialty: Subs, burgers, seafood, BBQ
Meals served: Lunch and dinner
Location: Winnipesaukee Marketplace
Phone: (603) 366-5800

JB Scoops Ice Cream
Specialty: Eyes Scream!!!
Location: Winnipesaukee Marketplace
Phone: (603) 366-5800

Half Moon Pizza Stand
Specialty: Hey, we're bettin' tossable pies, right?
Meals served: Lunch and dinner
Location: 240 Lakeside Ave.
Phone: (603) 366-4315

Hart's Homemade Slush
Specialty: Slush
Location: 248 Lakeside Ave.
Phone: (603) 366-2181

Lisa's Lakeside Diner
Specialty: American
Meals served: Breakfast, lunch and dinner
Location: 279 Lakeside Ave.
Phone: (603) 366-2005

Nothin' Fancy Bar & Grill
Specialty: Mexican
Meals served: Lunch and dinner
Location: 306 Lakeside Ave.
Phone: (603) 366-5764

Pier Restaurant
Specialty: American
Meals served: Lunch and dinner
Location: Winnipesaukee Pier
Phone: (603) 366-5970

Weirs China Mama
Specialty: Cat and brochree (An inside office joke, folks)
Meals served: Lunch and dinner
Location: Winnipesaukee Pier
Phone: (603) 366-9373

EATERIES ON THE EDGE OF WEIRS BEACH

The Lobster Pound
Specialty: Lobster, seafood
Meals served: Lunch and dinner
Location: Weirs Beach Arrow
Phone: (603) 366-5713

Weirs Beach Smokehouse
Specialty: BBQ
Meals served: Dinner
Location: Weirs Beach Arrow
Phone: (603) 366-2400

Bridgeway
Specialty: American
Meals served: Lunch and dinner
Location: 1208 Weirs Blvd.
Phone: (603) 366-5912

Crossroads
Specialty: American
Meals served: Lunch and dinner
Location: 1209 Weirs Blvd.
Phone: (603) 366-9351

RESTAURANTS RATHER NEAR WEIRS BEACH

Naswa Resort
Specialty: American
Meals served: Lunch and dinner
Location: 1086 Weirs Blvd.
Phone: (603) 366-4341

Christmas Island Steakhouse
Specialty: American
Meals served: Lunch and dinner
Location: 630 Weirs Blvd.
Phone: (603) 366-4664

Kellerhaus
Specialty: Waffles
Meals served: Breakfast
Location: Rt. 3
Phone: (603) 366-4466

JT's Bar-B-Q
Specialty: BBQ & seafood, no doubt
Meals served: Breakfast, lunch and dinner
Location: Route 3
Phone: (603) 366-7322

The Tamarack
Specialty: American
Meals served: Lunch and dinner
Location: Rt. 3
Phone: (603) 366-4687

The Broken Antler
Specialty: American
Meals served: Lunch (Sat. & Sun. only) and dinner
Location: 41 Scenic Rd.
Phone: (603) 366-4005

Jack's Bait Shack
Specialty: Seafood, Cajun
Meals served: Lunch and dinner
Location 818 Endicott Rd.
Phone: (603) 366-4446

LACONIA 77TH SERVICES

Here are a few general help-ya-outs you might find yourself in need of. We were gonna put a scantily clad woman here, but we figured she might not be able to tell you as much about tattoo parlors, bike shops, airports, air charter, and boat rentals.

BIKE SHOPS/REPAIRS

Al Welding
Cotton Hill Rd., Merideth
(603) 279-6331

American Cycle
Rt. 106, Belmont
(603) 528-4118
24-hour service

BCM Motorsports
229 Messer St., Laconia
(603) 524-4898

Concord Motorcycle Shop
Basin St., Concord
(603) 228-0364

Cycle Warehouse
Rt. 107, Laconia
(603) 528-1957

Freedom Cycle
105 Manchester St., Concord
(603) 225-2779
Road calls

Goodhues Rad Rides
315 Laconia Rd., Tilton
(603) 286-7583

Heritage Harley-Davidson
142 Manchester St., Concord
(603) 224-3268

Meredith Harley-Davidson
8 Maple St., Meredith
(603) 279-4526

Power Stroke
Route 106, Belmont
(603) 528-6687
24-hour service

TATTOOING

Crows Creations
455 S. Main St., N. Conway
(603) 356-5551

Hollywood Ink
Weirs Beach
(603) 366-2425

LA East House of Tattooing
49 Elm St., Laconia
(603) 524-6908

Millennium Tattoo
Main St., Ashland
(603) 645-3454

Old Skool Tattoo
Canal St., Laconia
(603) 528-7695

Razor's Edge Tattooing
302 Main St., Tilton
(603) 286-7164

Screaming Needles Tattooing
190 Main St., Plymouth
(603) 536-8282

AIRPORTS

Laconia Airport Authority
66 Aviation Dr., Gilford
(603) 524-5003

Pemi-Riverside Airport
N. Ashland Rd., Ashland
(603) 536-9808

Plymouth Muni. Airport
Quincy Rd., Plymouth
(603) 536-9647

Concord Airport
71 Airport Rd., Concord
(603) 229-1760

AIRCRAFT CHARTER

Air Transport, Inc.
Plymouth (603) 536-7244

Concord Aviation Services
Concord
(603) 228-2267

Emerson Aviation, Inc.
Laconia
(603) 293-7980

Sky Bright Inc.
Gilford
(603) 528-6818

White Mountain Helicopter
Hill
(603) 744-6232

Seaplane Services, Inc.
Lakeport
(603) 524-0446

BOAT RENTING/LEASING

Why should fish sleep through the party? Call ahead and reserve a dinghy, a wave runner, or hell, go big and snag a houseboat! Whatever ya get, make sure the life preservers are where ya can find 'em. Do you really wanna give ol' Cletus mouth-to-mouth if he falls in with a 6-pack in his belly?

Weirs Beach Anchor Marine Corp.
Rents family runabouts, open deck-style boats, and pontoons
(800) 366-8119
(603) 366-4311
www.anchormarine.net

Thurston's Marina
Rents jet watercraft, water-skiing boats, and pontoons
(603) 366-4811
www.thurstonmarina.com

Waverunners
Rents jet watercraft only
(603) 366-4094

Fay's Boat Yard
71 Varney Point Rd., Gilford
603-293-8000

Lakeport Landing
65 Gold St., Laconia
(603) 524-3755

Thurston's Marina
Rt. 3, Weirs Beach
(603) 366-4811

Winnisquam Marine, Inc.
Winnisquam
(603) 524-8380

ON-GOING DAILY EVENTS

From the party-never-stops department, a brief list of goinks-on that keep goink, and goink, and goink ...

Rally Headquarters
Where: Lobster Pound, Weirs Beach
When: 8 a.m. - midnight

AMA National Gypsy Tour Registration
Where: Rally Headquarters
When All day-o, day-o-o-o-o

Camel Roadhouse Tent
Where: Lobster Pound, Weirs Beach
When: All day, bubba

LACONIA SCHEDULE OF EVENTS

Okie dokie, here we go. This lowdown was current at press time, but, hell, that was three months ago! So make sure ya double-check before you go committin' to who knows what, leadin' ya God knows where. This advice is, of course, for the new folks who have not as yet fully skinned their knuckles on the sidewalks of bike event "flexibility." Actually, Charlie St. Claire does one helluva bang up job with this lunacy. He only has to make plans for 500,000 of his closest new best friends every year ...

Hence, the following hallowed words: "Planned Events Subject to change. Call (603) 366-2000 for updates"

Meanwhile...

SATURDAY, JUNE 10

Rally Headquarters Opens
Where: Weirs Beach Lobster Pound
When: 9 a.m. - 9 p.m.

Rough Roads, Smooth Times: Photos of Bike Week by Kevin Heslin
Where: Belknap Mill Gallery
When: 10 a.m. - 9 p.m.

New England Amateur Championship Road Racing
Where: N.H. Int'l Speedway
When: 9 a.m.

Vintage Racing Motorcycle Show
Where: Gunstock
When: 10:30 a.m.

Will Stoner Swap Meet
Where: Gunstock
When: 8 a.m. - 5 p.m.

Laconia Reunion Riders Barbecue
Where: Gunstock
When: 6 p.m.
Reservations only

Welcome Vendors Dinner
Where: Crossroads Restaurant
When: 6 p.m.

SUNDAY, JUNE 11

Kickoff Breakfast at Hart's Turkey Farm Restaurant
Where: Meredith
When: 8 a.m.

Will Stoner Swap Meet
Where: Gunstock
When: 8 a.m. - 5 p.m.

Rally Headquarters Open
Where: Weirs Beach Lobster Pound
When: 9 a.m. - 9 p.m.

New England Amateur Championship Road Racing
Where: N.H. International Speedway
When: 9 a.m.

Rough Roads and Smooth Times Exhibit
Where: Belknap Mill Gallery
When: 9 a.m. - 5 p.m.

Laconia Vintage Road Races
Where: Gunstock
When: 12 p.m.

Broken Antler Special Promo & Giveaways
Where: Broken Antler
When: TBA

Coors Promo Week Kick-Off & Pool Challenge
Where: The Weirs Beach Smokehouse
When: 1-4 p.m.

MONDAY, JUNE 12

Rough Roads and Smooth Times Photo Exhibit
Where: Belknap Mill Gallery
When: 9 a.m. -5 p.m.

Victory Motorcycle Demo Rides
Where: Andy Currier Auto Gallery
When: 9 a.m. - 5 p.m.

Broken Antler Poker Run Around The Lake
Where: The Broken Antler
When: Sign-up at 9:30 a.m.

Broken Antler Coors Promo Day
Where: Broken Antler
When: All dang day

Gypsy Tour Parade to U.S. Vintage Motorcycle Grand Prix
Where: Leaves from Rally Headquarters
When: 10:30 a.m. sharp!

Free CMA Coffee House
Where: Trinity Church, Weirs Beach
When: 12 p.m. - midnight

Music at the Marketplace
Where: Marketplace, Weirs Beach
When: 12 p.m. - midnight

U.S. Vintage Motorcycle Grand Prix
Where: N.H. International Speedway
When: 11 a.m.

Special Promo
WHERE: Weirs Beach Smokehouse
WHEN: 3-6 p.m.

Best Bike in the Lot
WHERE: Weirs Beach Smokehouse
WHEN: 4 p.m.

Best of the Bikers Poker Tournament
WHERE: Christmas Island Steakhouse
WHEN: 7 p.m.

AA Meeting
WHERE: Trinity Church Hall, Weirs Beach
WHEN: 8 p.m.

Fireworks Show sponsored by Lakeside Sharks MC
WHERE: Weirs Beach
WHEN: 10 p.m.
Rain date: Tuesday, June 13

TUESDAY, JUNE 13

Free CMA Coffee House
WHERE: Weirs Beach Trinity Church
WHEN: 7:30 a.m. to midnight

Victory Motorcycle Demo Rides
WHERE: Andy Currier Auto Gallery
WHEN: 9 a.m. -5 p.m.

Guided Scenic Tour of the Lakes & Mountains
WHERE: Meet at Rally Headquarters
WHEN: Leaves 10:15 a.m. sharp

Rough Roads and Smooth Times Photo Exhibit
WHERE: Belknap Mill Gallery
WHEN: 9 a.m. - 5 p.m.

Penguin Racing School
WHERE: N.H. International Speedway
WHEN: TBA
Call (603) 783-4744 for info

Broken Antler Promos And Contests
WHERE: The Broken Antler
WHEN: TBA

Music at the Marketplace
WHERE: Marketplace, Weirs Beach
WHEN: 12 p.m. - midnight

Special Bike Week Event: TBA
WHERE: Bridgeway Cafe
WHEN: 1 p.m.

Annual Chili Cookoff to benefit the Weirs Historical Society
WHERE: Funspot
WHEN: 6 p.m.

Best of the Bikers 8-Ball Tourney: $1500 purse
WHERE: Christmas Island Steakhouse
WHEN: 7 p.m.

Best of the Bikers Poker Tournament
WHERE: Christmas Island Steakhouse
WHEN: 7 p.m.

AA Meeting
WHERE: Trinity Church Hall, Weirs Beach
WHEN: 8 p.m.

WEDNESDAY, JUNE 14

Free CMA Coffee House
WHERE: Trinity Church Hall, Weirs Beach
WHEN: 7:30 a.m. to midnight

Excelsior-Henderson Display
WHERE: Dexter Shoe Complex in Weirs Beach
WHEN: 9 a.m. - 6 p.m.
Demo Rides: 9 a.m. - 4 p.m.

Victory Motorcycle Demo Rides
WHERE: Andy Currier Auto Gallery
WHEN: 9 a.m. - 5 p.m.

Sanctioned Hillclimb at Gunstock: Hosted by Gunstock and the Ridgerunners
WHERE: Rt. 11A, Gilford
WHEN: Gates open at 8 a.m., starts at 10 a.m.

Guided Scenic Tour of the Lakes & Mountains
WHERE: Meet at Rally Headquarters
WHEN: Leaves 9:30 a.m. sharp

H-D Museum, H.O.G. Pit Stop Tent, Buell & Harley-Davidson Demo Rides
WHERE: N.H. International Speedway, South Gate
WHEN: 9 a.m.

Music at the Marketplace
WHERE: Marketplace, Weirs Beach
WHEN: 12 p.m. - midnight

Special Bike Week Event: TBA
WHERE: Bridgeway Cafe
WHEN: 1 p.m.

Broken Antler Wrestling Contest
WHERE: Broken Antler
WHEN: 1-4 p.m.

10 Alarm Chili Eating Contest
WHERE: Weirs Beach Smokehouse
WHEN: 4 p.m.

Best of the Bikers 8-Ball Tourney-$1500 purse
WHERE: Christmas Island Steakhouse
WHEN: 7 p.m.

AA Meeting
WHERE: Trinity Church Hall, Weirs Beach
WHEN: 8-10 p.m.

THURSDAY, JUNE 15

Excelsior-Henderson Display
WHERE: Dexter Shoe Complex, Weirs Beach
WHEN: 9 a.m. - 6 p.m.
Demo Rides 9 a.m. - 4 p.m.

Victory Motorcycle Demo Rides
WHERE: Andy Currier Auto Gallery
WHEN: 9 a.m. - 5 p.m.

Guided Scenic Tours of the Lakes & Mountains
WHERE: Meet at Rally Headquarters
WHEN: Leaves at 10 a.m.

Rough Roads & Smooth Times Photo Exhibit
WHERE: Belknap Mill Gallery
WHEN: 9 a.m. - 5 p.m.

H-D Museum, H.O.G. Pit Stop Tent, Buell & Harley Demo Rides
WHERE: N.H. International Speedway, South Gate
WHEN: 9 a.m.

H.O.G. Poker Run
WHERE: Meredith H-D
WHEN: Sign-up starts 10 a.m.

Camel Roadhouse Tour
WHERE: Meets at Rally Headquarters
WHEN: 10:30 a.m.

Pirate Motocross Novice to Pro Classes
WHERE: Jolly Roger Moto-Sports Park
WHEN: 11 a.m.

Veterans Appreciation Day
WHERE: Weirs Beach Smokehouse
WHEN: all day

NA Meetings
WHERE: Cornerstone Building, Weirs Beach
WHEN: 12 p.m. -1:30 p.m., 5:30-7 p.m.

Music at the Marketplace
WHERE: Marketplace, Weirs Beach
WHEN: 12 p.m. - midnight

Special Bike Week Event: TBA
WHERE: Bridgeway Cafe
WHEN: 1 p.m.

Free Concert: Folk Rock Guitarist
WHERE: Cornerstone Building, Weirs Beach
WHEN: 2 & 8 p.m.

Lobster Boil with Coors Light
WHERE: Wolftrap Restaurant, Wolfeboro
WHEN: TBA

Chicken BBQ
WHERE: Meredith, at the docks and Hesky Park
WHEN: Afternoon

Wrestling Contest/Promos
WHERE: Broken Antler
WHEN: 1 and 4 p.m.

Motorcycle Flattrack/ NE Dirttrack Series
WHERE: Jolly Moto-Sports Park
WHEN: For info call (508) 874-1732

Music at the Marketplace
WHERE: Marketplace, Weirs Beach
WHEN: 6 p.m. - midnight

POW-MIA Freedom Ride: Sponsored by H-D Riders MC
WHERE: Lakes Region Kmart Plaza
WHEN: Leaves 6 p.m. sharp

AMA Sanctioned Flattrack Races
WHERE: Jolly Rogers Moto-Sports Park
WHEN: 7 p.m. For info call (508) 874-1732

Best of the Bikers 8 Ball Tourney: $1500 purse
WHERE: Christmas Island Steakhouse
WHEN: 7 p.m.

Covenant Riders & CMA Free Coffee House
WHERE: Trinity Church Hall, Weirs Beach
WHEN: 7:30 a.m.

AA Meeting
WHERE: Trinity Church Hall, Weirs Beach
WHEN: 8 p.m.

FRIDAY, JUNE 16

Free CMA Coffee House
WHERE: Trinity Church Hall, Weirs Beach
WHEN: 7:30 a.m. to 7 p.m.

Rally Headquarters Open
WHERE: Weirs Beach Lobster Pound
WHEN: 8 a.m. - midnight

Excelsior-Henderson Display
WHERE: Dexter Shoe Complex, Weirs Beach.
WHEN: 9 a.m. - 6 p.m.

Excelsior-Henderson Demo Rides
WHERE: Dexter Shoe Complex, Weirs Beach
WHEN: 9 a.m. - 4 p.m.

Victory Motorcycle Demo Rides
WHERE: Andy Currier Gallery
WHEN: 9 a.m. - 5 p.m.

Loudon Camel Classic
WHERE: N.H. International Speedway
WHEN: 8:30 a.m. practice; 2:30 p.m. qualifying

H.O.G. Pit Stop Tent, Buell & Harley-Davidson Demo Rides
WHERE: N.H. International Speedway, South Gate
WHEN: 9 a.m.

Rough Roads and Smooth Times Photo Exhibit
WHERE: Belknap Mill Gallery
WHEN: 9 a.m. - 5 p.m.

H.O.G. Poker Run
WHERE: Meredith Harley-Davidson
WHEN: sign-up starts 10 a.m.

Laconia Motorcycle Blessing
WHERE: Gunstock Recreation Area
WHEN: 11 a.m.

Music at the Marketplace
WHERE: Marketplace, Weirs Beach most likely ...
WHEN: Noon - midnight

Biker Fashion Show
WHERE: Marketplace, Weirs Beach
WHEN: 8:30 p.m.

NA Meetings
WHERE: Cornerstone Building, Weirs Beach
WHEN: 12 p.m. -1:30, 5:30-7 p.m.

Free Concert: Faithful Servant
WHERE: Cornerstone Building, Weirs Beach
WHEN: 2 & 8 p.m.

Special Bike Week Event: TBA
WHERE: Bridgeway Cafe
WHEN: 1 p.m.

Ms. Broken Antler Contest
WHERE: Broken Antler, no doubt
WHEN: 6 p.m.

Broken Antler Wrestling Contest
WHERE: Broken Antler ... hey, who woulda thought
WHEN: 1-4 p.m.

AMA Sanctioned 1/2 mile $4200 Pro Flat Racing
WHERE: Rochester Fairgrounds
WHEN: 7 p.m.

Best of the Bikers 8-Ball Tourney: $1,500 purse
WHERE: Christmas Island Steakhouse
WHEN: 7 p.m.

Free Showing of the "Jesus Movie"
WHERE: Cornerstone Building, Weirs Beach
WHEN: 10 p.m.

Coors Light Promo
WHERE: Wolftrap Restaurant, Wolfeboro
WHEN: 3-7 p.m.

SATURDAY, JUNE 17

Excelsior-Henderson Display
WHERE: Dexter Shoe Complex, Weirs Beach.
WHEN: 9 a.m. - 6 p.m.

Excelsior-Henderson Demo Rides
WHERE: Dexter Shoe Complex, Weirs Beach
WHEN: 9 a.m - 4 p.m.

Victory Motorcycle Demo Rides
WHERE: Andy Currier Auto Gallery
WHEN: 9 a.m. -5 p.m.

Motorcyclists Breakfast
WHERE: Fire Station, Rt. 3, Meredith
WHEN: 7-10 a.m.

Motorcyclists Breakfast
WHERE: Fire Station, Rt. 3, Winnisquam
WHEN: 7-10 a.m.

Loudon Camel Classic: Final Qualifying Practice
WHERE: N.H. International Speedway
WHEN: 8 a.m.

Loudon Camel Classic, 250 Grand Prix Qualifying Races, 750 Supersport Race
WHERE: N.H. International Speedway
WHEN: 12:30 p.m.

Rough Roads and Smooth Times Exhibit
WHERE: Belknap Mill Gallery
WHEN: 9 a.m. - 5 p.m.

Custom Bike Show, sponsored by Biker's Choice
WHERE: Funspot
WHEN: 9 a.m.

H.O.G. Pit Stop Tent, Buell & Harley-Davidson Demo Rides
WHERE: N.H. International Speedway, South Gate
WHEN: 9 a.m.

H.O.G. Poker Run
WHERE: Meredith H-D
WHEN: Sign-up starts at 10 a.m.

NA Meetings
WHERE: Cornerstone Building, Weirs Beach
WHEN: 12 p.m. -1:30, 5:30-7 p.m.

Rally Trophies Awarded
WHERE: Rally Headquarters
WHEN: 2 p.m.

Broken Antler's Giant Pig Roast
WHERE: Broken Antler
WHEN: 1 p.m.

Broken Antler's Wet T-Shirt Contest
WHERE: Broken Antler
WHEN: 5 p.m.

Broken Antler Wrestling Contest
WHERE: Broken Antler
WHEN: 1-4 p.m.

Music at the Marketplace
WHERE: Marketplace, Weirs Beach
WHEN: 12 p.m. - midnight.

Tattoo Showdown
WHERE: Marketplace, Weirs Beach
WHEN: 8:30 p.m.

Free Concert: Raging Grace
WHERE: Cornerstone Building, Weirs Beach
WHEN: 2 & 8 p.m.

Best of the Bikers 8-Ball Tourney: Finals
WHERE: Christmas Island Steakhouse
WHEN: 7 p.m.

AMA Sanctioned Flattrack Races
WHERE: Canaan
WHEN: 7 p.m.
Call (978) 874-1732 for more info

CMA Free Coffee House
WHERE: Trinity Church Hall, Weirs Beach
WHEN: 7 a.m.

AA Meeting
WHERE: Trinity Church Hall, Weirs Beach
WHEN: Midnight

AMA National Road Races/Vintage Sidecar Invitational
WHERE: N.H. International Speedway
WHEN: TBA

Meredith Lions Lakes Region Club Golf Classic
WHERE: TBA
WHEN: Call (603) 279-6661 for more info

SUNDAY, JUNE 18

Free CMA Coffee House
WHERE: Trinity Church, Weirs Beach
WHEN: 7:30 a.m. to 3 p.m.

Bikers Worship Service
WHERE: Trinity Church, Weirs Beach
WHEN: 7:30 a.m. & 11 a.m.

South Baptist Church Service for all Motorcyclists
WHERE: 85 Court St., downtown Laconia
WHEN: 7:30 a.m.

Final Motorcycle Parade to N.H. International Speedway, joins with group at Weirs Beach. Open to all
WHERE: Leaves at Meredith High School parking lot
WHEN: 10 a.m.

LOUDON CAMEL CLASSIC: including H-D Twin Sports, 600 Supersport Race, 250 Grand Prix Race, 76th Loudon Camel AMA Superbike & 4th Annual Jimmy Adamo Memorial Race
WHERE: N.H. International Speedway
WHEN: TBA

H.O.G. Pit Shop Tent
WHERE: N.H. International Speedway, South Gate
WHEN: 9 a.m.

Whoa!! Are you blind by now? Good God, all that small print. Hey, a road trip is just the cure for sore peepers, so head 'em up and move 'em out, and by gum, start planning for the 78th Laconia Motorcycle Week, June 9-17, 2001. We'll see ya in the trees!

—Captain Trash

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First Attempt

HEY, GIVE THE GUY A BREAK— HE ONLY HAD FOUR MONTHS

Two items are key in building a fine custom sled, and written at the top of the recipe in big, bold chicken scratching are those words: imagination and craftsmanship. It's understandable that not every person who desires a fine ride has the talent or experience (much less the shop and all the nifty equipment) to do the job, so that's why Stephen Smith and his super-bad Softie are both a welcome breath of fresh air.

Stephen was one of those guys who loved motorcycles and dreamed of eventually owning a Harley. As an aircraft mechanic (and long-time street rodder) he had become skilled in metalworking, fabrication, and all of the other areas that would eventually lead him to the day he would be ready to start bolting together his first custom sled. And that day came soon enough ...

Now here's the part in the feature where we would typically describe the long, arduous process of how the bike went together, but in this case we can't do that, now can we? No, we can't. See, as if it weren't bad enough that this bike was Stephen's first attempt at building a Harley, much less a full-blown custom, he also had the drive and determination to get the whole thing done in just four months! Great. I'm still having a tough time figuring out why the hell it took me over a year on mine, but I digress ...

Well for a guy's first attempt, you have to admit that he did one hell of a job. With support from his wife, and help from Lucky, who wielded the heli-arc, and Joe Martin, who created the paint scheme, which can be labeled as nothing less than kick-ass, Stephen had assembled the right combination of friends and talent for the project.

Ironically, after all of the hard work, there were many people who bombarded Stephen with the same ol' question: "Who built it for you?" After all of this hard work was done, this scorchin' scoot was recognized at the Austin Bike Rally, and later at the Dallas Easyriders show, where it took 3rd in the Easyriders Class. Even if the casual bystander didn't know that Stephen did all of the fabricating, assembly, plumbing, customizing, and conceptualizing, the bike is still a rolling statement to those two main ingredients mentioned earlier: imagination and craftsmanship. Seems Stephen's got himself plenty of each, which gives great promise for his next bike. I just hope he gives himself a little more time. If nothin' else, it'll make me feel better.

—Erik Falconer

S&S
SUPER STOCK

passin' gas

Two brothers enlisting in the Army were getting their physicals. During short-arm inspection, the examiner was surprised to discover that both of them possessed incredibly long and oversized penises.

"How do you account for this?" he asked the brothers.

"It's hereditary, sir," the older one replied.

"I see," said the medic, scribbling in his file. "Your father's the reason for your elongated penises?"

"No sir, our mother is."

"Your mother? You idiot, women don't have penises!"

"I know, sir," replied the recruit. "But she only had one arm, and when it came to getting us out of the bathtub, she had to manage as best she could."

Aly's Oops
Portsmouth, N.H.

How Do You Say It?

English	*"I Love You."*
Spanish	*"Te Amo."*
French	*"Je T'aime."*
German	*"Ich Liebe Dich."*
Japanese	*"Ai Shite Imasu."*
Italian	*"Ti Amo."*
Chinese	*"Wo Ai Ni."*
Swedish	*"Jag Alskar Dig."*
BIKER	*"Nice Tits!"*

Rocky
W. Palm Beach, Fla.

Frenchie asks her ol' man Jerry if he'd like some breakfast. "Bacon and eggs, perhaps a slice of toast? Maybe a nice sectioned grapefruit and a cup of fresh coffee?"

Jerry declines. "It's this Viagra," he says. "It's really taken the edge off my appetite."

At lunchtime, Frenchie asks if he'd like something now. "A bowl of homemade soup, maybe, with a peanut butter sandwich? Or how about a plate of snacks and a glass of milk?"

Again he declines. "No, thanks. It's this Viagra," he says. "It's really taken the edge off my appetite."

At dinnertime, Frenchie asks again if he'd like anything to eat, offering to go to the corner cafe and pick up a burger supper. "Or would you rather I make you a pizza from scratch? Or how about a tasty stir-fry? That'll only take a couple of minutes."

Once more Jerry declines. "Thanks anyway, hon, but it's this Viagra. See, it's really taken the edge off my appetite."

"Well, then," Frenchie says, "would you mind gettin' off me, already? I'm *starving!*"

Micoxafailin'
In New Jersey

One day, at a restaurant, a biker frantically called out, "My son's choking! He swallowed a quarter! Help! Please, anyone! Help!"

A man from a nearby table calmly stood up and announced that he was quite experienced at this sort of thing. He stepped over with almost no look of concern at all, wrapped his hands around the boy's nuts, and squeezed. Out popped the quarter. The man then went back to his table as though nothing had happened.

"Thank you, thank you!" the grateful bro cried. "Are you a paramedic?"

"No," replied the dude. "I work for the IRS."

Hotshot
Indy

Two deaf guys were talking about their ol' ladies' reactions to them staying out very, very late the night before. The first man signed to his buddy, "My wife was asleep when I got home, so I was able to sneak into bed and not get into trouble."

The second deaf man signed back, "Boy, you're lucky! My wife was wide-awake, waiting for me in bed, and she started swearing at me and giving me nine kinds of hell for being out so late."

The first deaf man asked, "So what did you do?"

The second man replied, "Hell, I turned out the light."

Tangerine Maelene
Peelin'

Groaner Of The Month

Quasimodo goes to a doctor for an annual checkup. "I think something's wrong with your back," the doctor says.

"What makes you say that?" asks Quasimodo.

"Oh, I don't know," the doc replies. "It's just a hunch."

Big Bill
On Top

Ahmed was a high-ranking official in King Akbar's court. However, he had one longstanding wish: to suck on the queen's voluptuous breasts to his heart's desire. Every time he passed the queen, he would get frustrated.

He revealed his yearning one day to the court physician, Birbal, and begged him to help. After much thought, Birbal consented. He would arrange it so that Ahmed could suck the queen's golden breasts for four solid hours, in exchange for the payment of 1,000 gold coins to the court physician afterward. Ahmed agreed.

The next day, Birbal prepared a high-voltage itching lotion and poured it into the queen's bra while she was taking a bath. Soon the itching started and grew in intensity, much to the king's anxiety.

A hurried consultation with the physician Birbal revealed that a special saliva, if applied for four hours, would cure it. Birbal also added that such a saliva was to be found only in Ahmed's mouth. King Akbar summoned Ahmed, and for the next four hours Ahmed violently sucked the queen's breasts. Licking, biting, pressing, playing—he was in Titty Heaven.

Afterward, Ahmed returned home to meet Birbal, but now that his lust had been satisfied, he refused to pay Birbal anything, and in fact chased him away. Ahmed knew, of course, that Birbal could never report this matter to the king.

But Ahmed had underestimated Birbal. The next day, Birbal duly poured that same lotion into King Akbar's underwear ... and Ahmed was promptly called into service by his highness once again.

TWiX Bar
The Internet

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: Stephen Smith
City: Red Oak, Texas

General

Fabrication: owner
Year/make: 1998 Special Construction
Model: Pro Street Softail-style
Assembly: owner
Chroming: Best Bumper

Engine

Year/model: 1998 S&S
Rebuilder: APC, Bob McCaa
Ignition: Dyna
Displacement: 89 cubic inches
Lower end: S&S
Balancing: APC
Pistons: S&S
Cases: S&S
Heads: H-D Stage 1 Flow
Cam: EV-46
Lifters: S&S
Carb(s): S&S
Air cleaner: S&S
Pipes: drag pipes

Transmission

Year: 1998 RevTech 5-speed
Modifications: APC billet controls, Primo belt drive

Painting

Molding: owner
Painter: Joe Martin
Color/type: nuke orange by Tom Richards/PPG urethane
Special paint: airbrushing by Joe Martin

Frame

Year/type: 1998 Pro Street, Softail-style
Builder: Mid USA
Shocks: Progressive Suspension, lowered 2 inches
Modifications: 38-degree rake; 4-inch stretch (downtubes), 1.5-inch (backbone); boxed neck; modified swingarm

Accessories

Bars: Ness
Handlebar controls: Ness
Fender(s): Jesse James
Headlight: Headwinds
Taillight: Ness
Speedo: none
Dash: none
Pegs: APC
Foot controls: APC
Electrics: owner
Gas tank: owner
Oil tank: stretched and molded
Oil system: S&S
Primary cover: Custom Chrome, Inc.
Seat: Corbin
Mirrors: Ness
Grips: Ness

Forks

Type: wide glide
Builder: owner
Modifications: 4 inches over, APC triple trees

Wheels

Front

Type: RevTech
Size: 21-inch
Tire: Metzeler
Brake: APC

Rear

Type: RevTech
Size: 18-inch
Tire: Metzeler
Brake: APC

Photos: Paul Martinez, Markus Cuff

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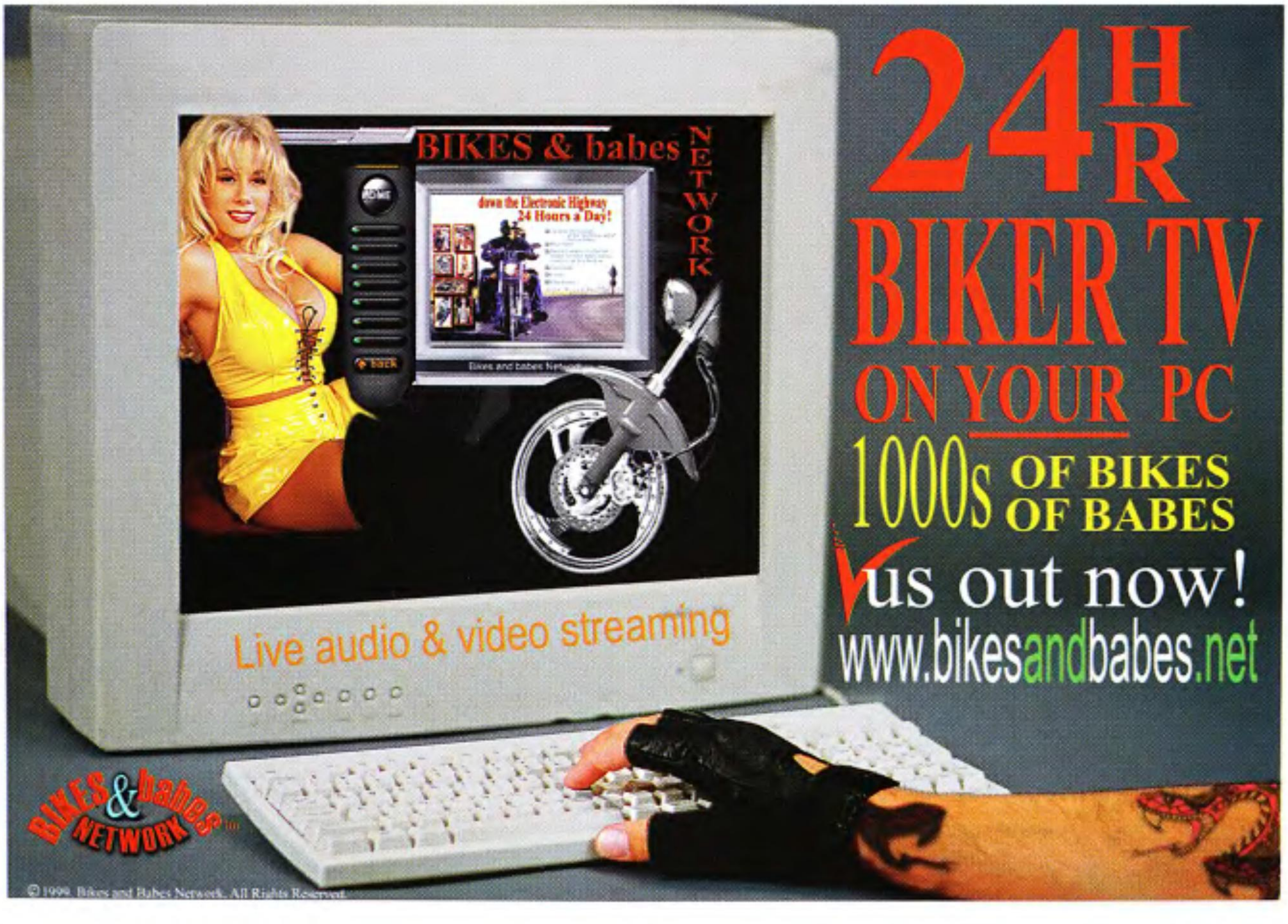

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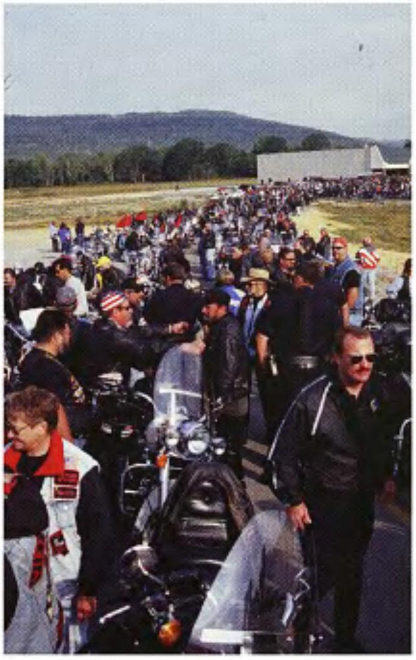
Trail of Tears

Imagine a pack of motorcycles that stretches for 26 miles! It happened on this 230-mile, police-escorted ride that left Ross Landing in Chattanooga, Tennessee, going along State Route 72 to Waterloo, Alabama. Proceeds from the ride are used to purchase and erect historic commemorative markers along the route.

First, a bit of history is in order. In 1830, Andrew Jackson signed into being a monstrous law known as the "Indian Removal Act." This despite a U.S. Supreme Court Order by Chief Justice John Marshall, who ruled the removal was against the law of the land. The Indians were removed anyway. The action culminated in the forced Indian migration of 1838, known as the Trail of Tears, where 4,000 Cherokee, Chickasaw, Choctaw, Creek, and Seminole Indians perished. There were many routes that were used for this march. The Trail of Tears Run commemorates a small part along what is now State Route 72.



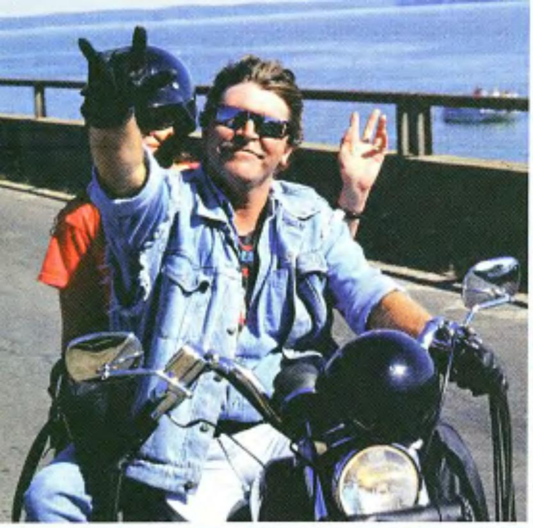
The ride was first organized in 1993 by Bill Cason, of Concerned Motorcyclists Tennessee, and Terry Sweet, of the Rocket City Harley Owners Group. They wanted to draw attention to this dark chapter in our nation's history. It has grown to be the largest organized motorcycle ride in the South.

The ride begins in Chattanooga, Tennessee, at Steel Harley-Davidson. Groups from other sites converge on Chattanooga on Friday. The ride ends in Waterloo, Alabama, where Native Americans hold a three-day Pow Wow, which features Native American Crafts, as well as Native American dancing. Foster H-D in Waterloo holds an End of the Ride party with food beverages and music.

The Trail of Tears Ride is also featured on Easyriders Video 43, available now.

—Kit Maira

On September 18, 1999, 15,000-25,000 bikes participated in the 6th Annual Trail of Tears Commemorative Ride. This ride has grown to be the largest motorcycling event in the South.



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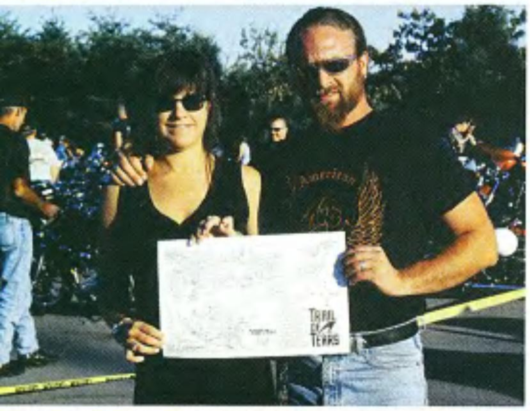

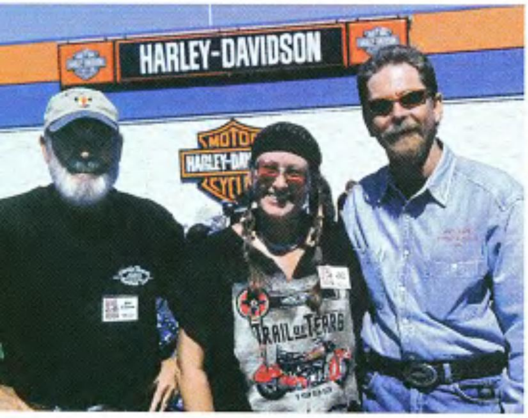
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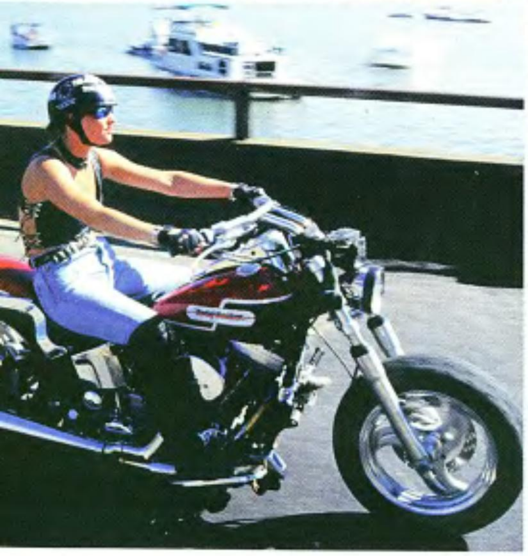
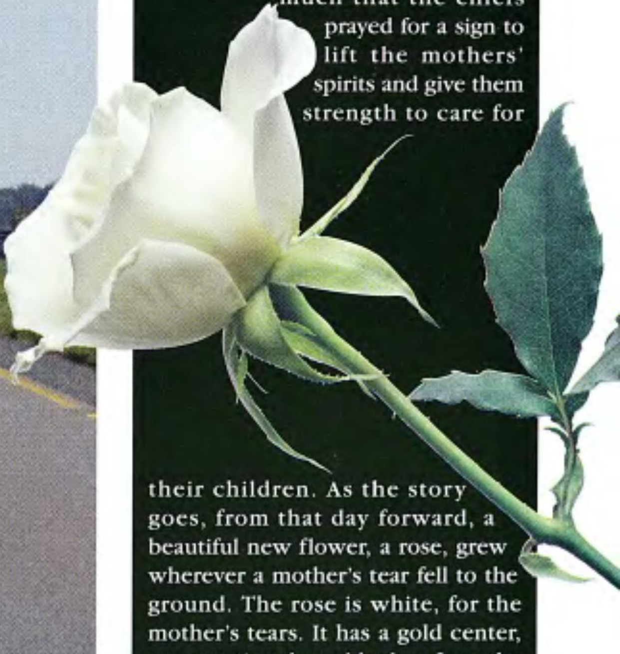


The Legend of the Cherokee Rose

(FROM THE TRAIL OF TEARS CORRIDOR COMMITTEE)

No better symbol exists of the pain and suffering of the "Trail Where They Cried" [the Trail of Tears] than the Cherokee Rose. The mothers of the Cherokee grieved so much that the chiefs prayed for a sign to lift the mothers' spirits and give them strength to care for their children. As the story goes, from that day forward, a beautiful new flower, a rose, grew wherever a mother's tear fell to the ground. The rose is white, for the mother's tears. It has a gold center, representing the gold taken from the Cherokee lands, and the leaves on each stem represent the Cherokee clans that made the journey. To this day, the Cherokee Rose prospers along the route of the Trail of Tears. The Cherokee Rose is now the official flower of the state of Georgia.



The Alabama-Tennessee Trail of Tears Corridor Committee is proud to incorporate the Cherokee Rose as a component of the annual Trail of Tears Corridor design.

Photos: Mickey Halper

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'57 to '99, bikin' brothers. —Randy and Ray Wilhite, Stockton, Calif.

Polly wanna Harley? —Don Brayton, Gansevoort, N.Y.

G-Man, Henry, Smokey, and Scott, Independence Pass, Twin Lakes, Colorado. —Henry Abner, Maderia Beach, Fla.

Living to ride, 6/12/99. —Mark and Jennifer Owens, Oakdale, Minn.

Neil and Paula at Rosie's Rodeo. —Scags, Mississauga, Ontario

A Busch in the hand ... —Jeff Cochran, Cincinnati, Ohio

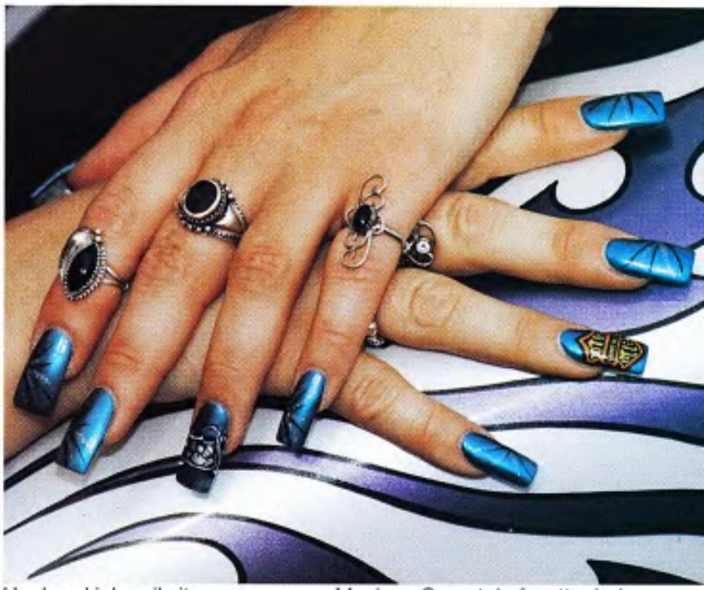
Annual Knuckle Party, Will's Honky Tonk. —Pat Randle, Sarasota, Fla.

Day of the riding dead. —Wayne Arnold, Eureka, Calif.

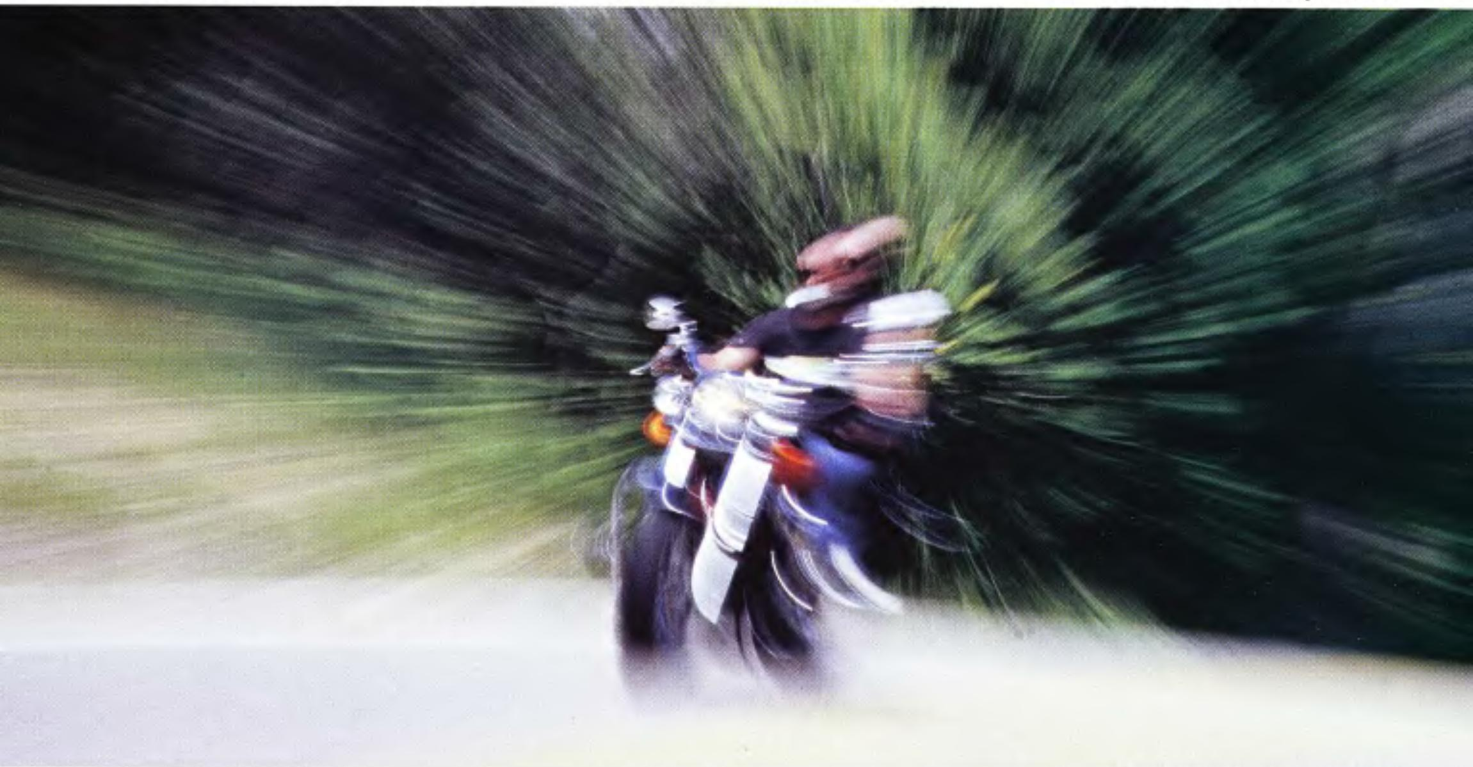
Lappin' it up at the Iowa Freedom Rally. —Nate Ullrich, Humboldt, Iowa

Talented tits out back at the Booby Trap. —Pistol Pete, Fla.

Touring the Tetons. —Brenda Sarver, Herrick, Ill.

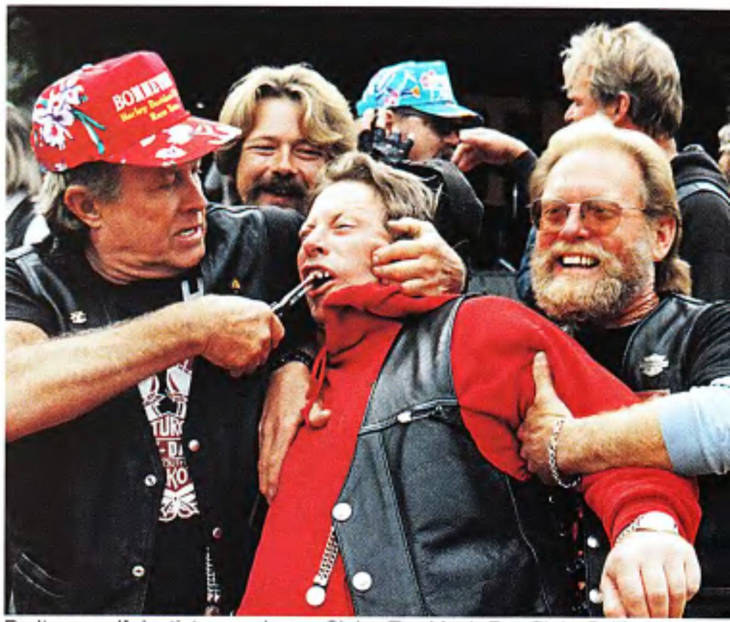


Her hand job nails it. —Maelene Grenat, Lafayette, Ind.



—Michael Lichter, Laconia, N.H.

They did it, Sept. 5, 1998. —Jeremiah and Anna Kirkes, Siletz, Ore.

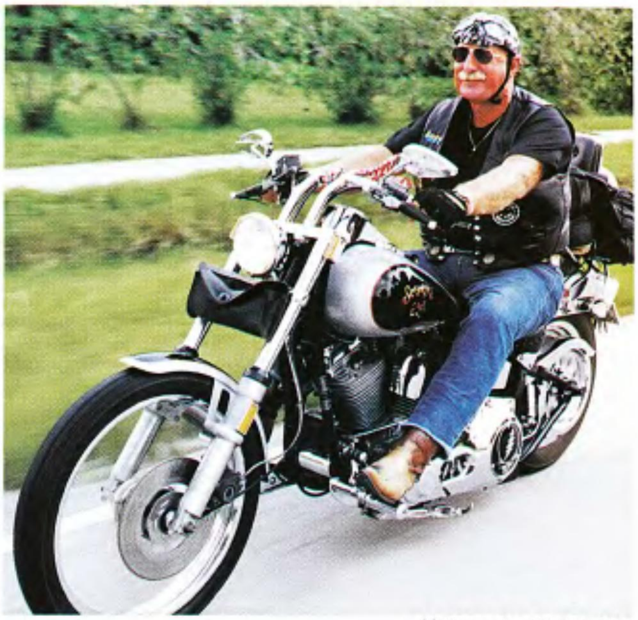


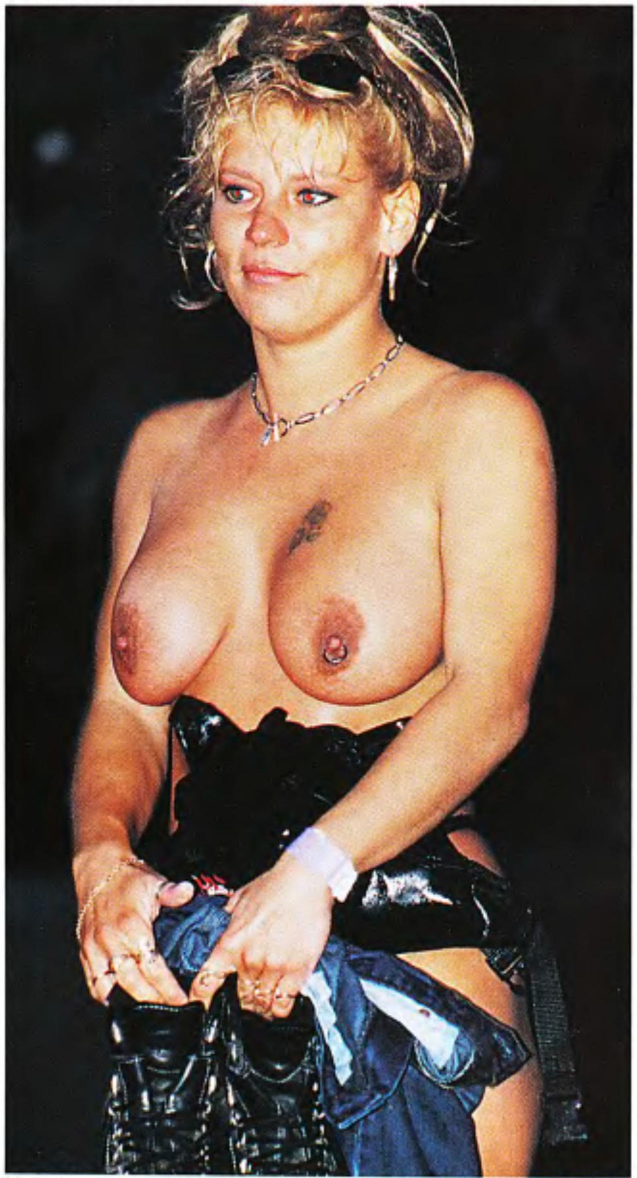
Do it yourself dentistry. —James Sigler, Too Much Fun Club, Calif.

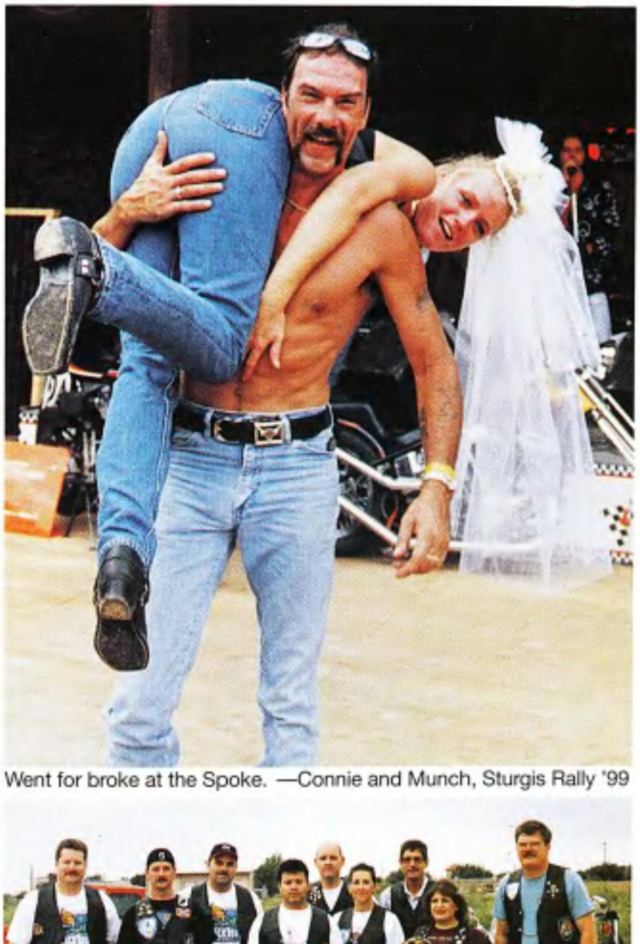
ABATE of Kansas' 1999 Lake Perry Rally. —Stripe, Lee's Summit, Mo.

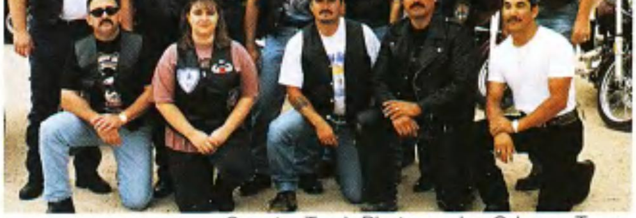
Scooter's Saloon Charity Run '99. —Mac Pulliam, Sheridan, Ill.

The crew at Jimmagin's, Myrtle Beach, S.C. —Sudzy, Phoenix, Ariz.


—Katmandu, Stuart, Fla.

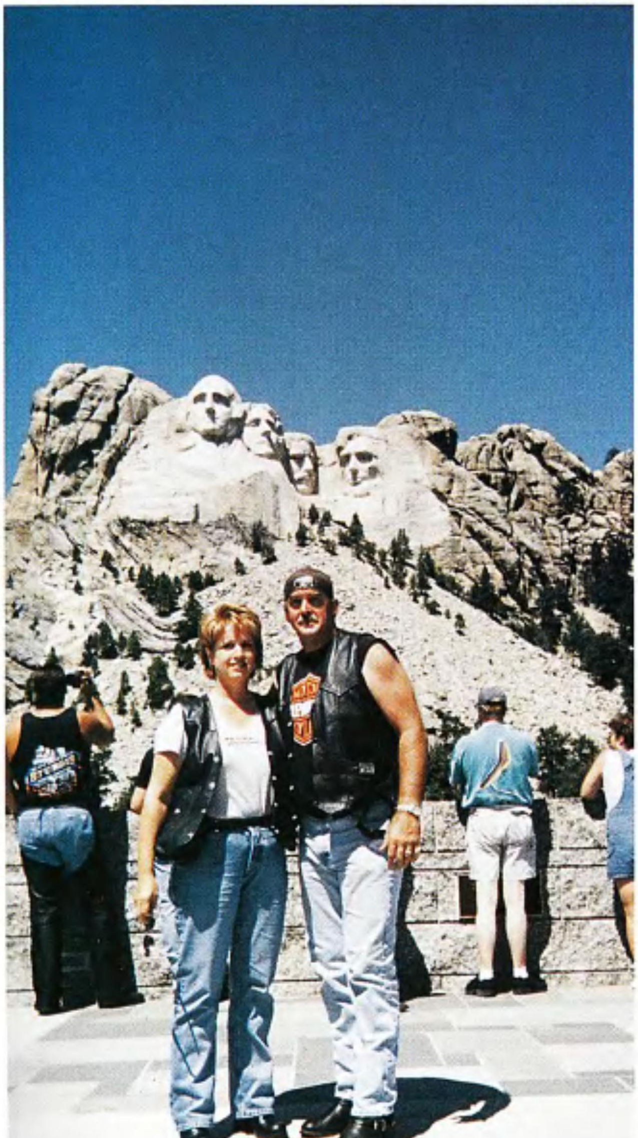

Hefty hooters at Helmet Roast '99. —Rob Piske, Wilmington, Ill.


Went for broke at the Spoke. —Connie and Munch, Sturgis Rally '99

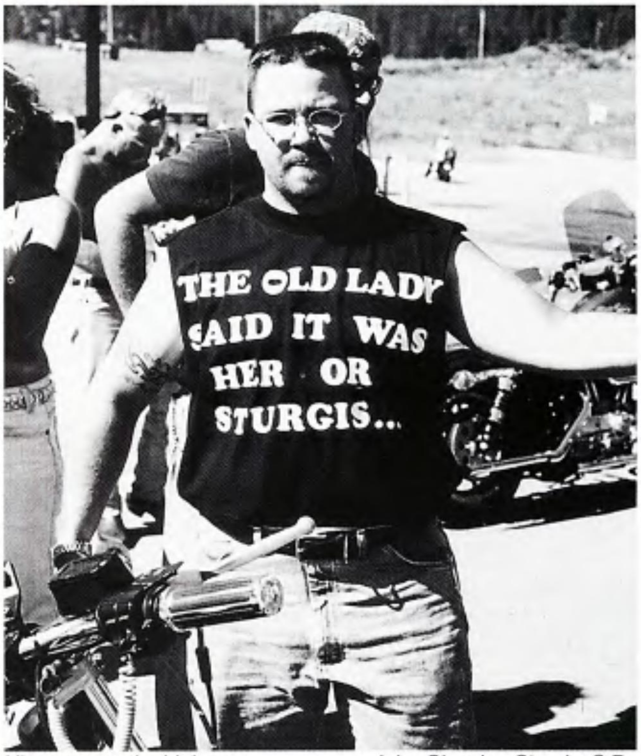

—Scooter Trash Photography, Odessa, Texas

Bro Bill on his ol' '55. —Tom Pitz, Dubuque, Iowa

Good-lookin' ginches at the Trap. —Pistol Pete, Boynton Beach, Fla.



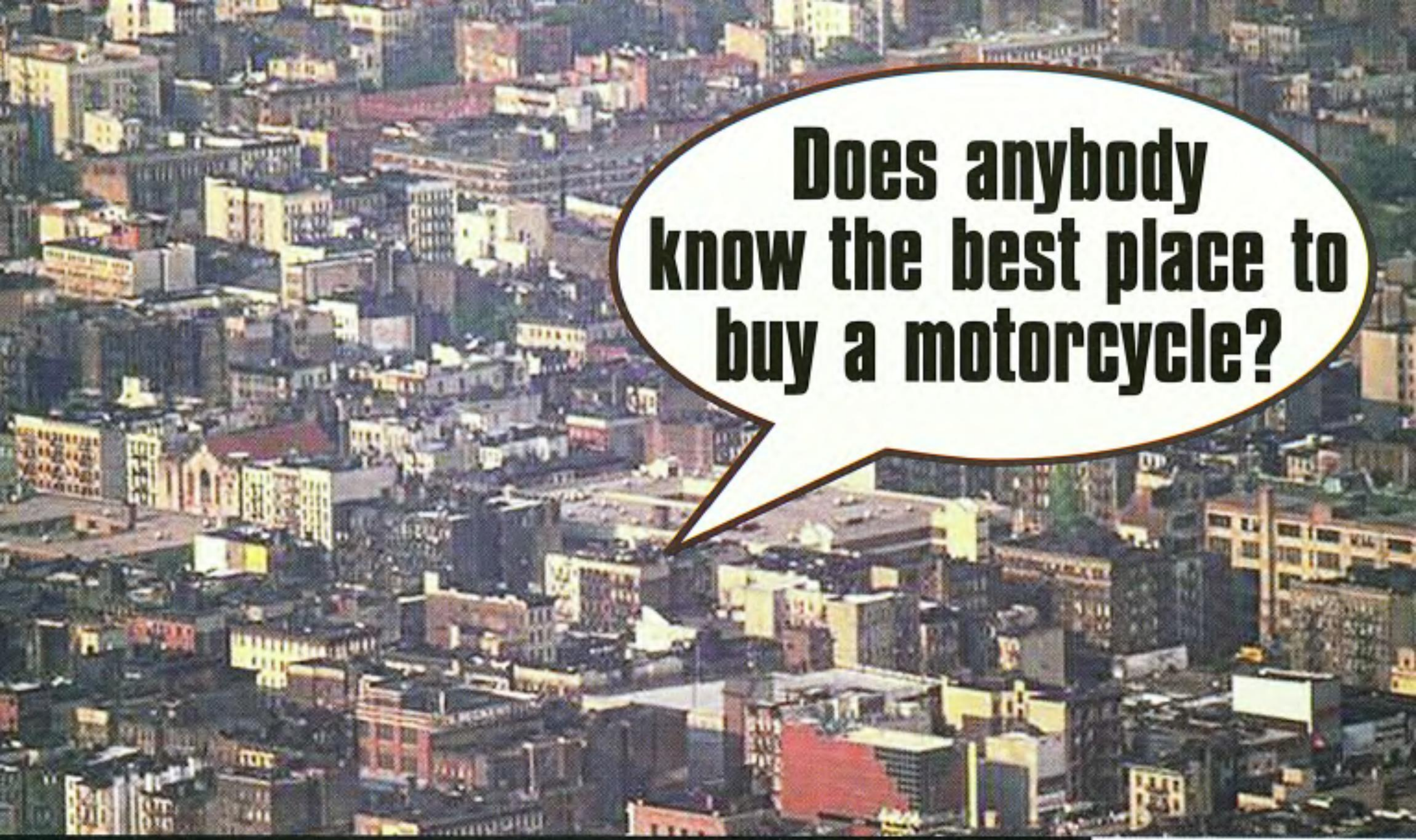
Black Hills first-timers. —Peggy and Roger Lunt, Mount Rushmore



His way was the highway. —John Giencke, Sturgis, S.D.

—Grimms Photography, 1999 Laconia, N.H.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.



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Canadian Rebel Y'all

Doug and Pooh Morton have been molding two-wheeled dreams into pavement-pounding reality for quite a while, but they didn't always have riders lined up outside the door. Doug started ridin' dirt bikes in the 3rd grade, but when the time came for a street bike, his momma said, "You'll have to move outta here before ya get one, 'cause I won't be responsible for it."

Fourteen years ago, Doug was doing automotive work when he bought a Super Glide and had it transformed to look like an FL. His idea of fun was to go to the shows and rallies, drink beer, lay out in the sun, and dream. Imagine that!

Back in his early days, in a one-bay, tin-covered pole building, he was often heard saying to his 13-year-old brother, "Quit yer damn whinin', Pooh-boy, and give me some help!" After showing the transformed FL-Glide around for a while, his dream began to take shape. Doug would share dreams with Pooh that would become as big as life itself and propel these self-proclaimed shade-tree yard apes into the spotlight of custom bike building.

Dreamin' 'bout a bottle of Mist and a bag o' porkrinds!

A few years later, on a Friday night, Doug told Pooh that if he'd go to school and learn how to wrench on bikes, he'd erect a new building so they would look like "some damn body" running a business instead of just a shack. Ten days later, Pooh got a call from Daytona Beach, Florida, saying that he was officially enrolled in the Harley Mechanics Course, and away he went with tools in tow. Meanwhile, back at the shack, Doug had to dance with town hall and get the bankers' nod for the needed jack to get his building together by the time Pooh came home.

Nowadays, Doug and Pooh are living their dream. While Doug is dreaming up the concepts for their creations, Pooh and crew are sweating out the details and doing all of the skilled handiwork it takes to grind out extreme examples of Southern pride, like this spectacularly molded rigid Canadian Rebel. When Great White North bike owner Guy Oulette first saw the completed sled, he said something about it being "too nice to ride" and immediately had the Mortons build him another one.

Guy would like to thank all of the crew at Morton's Custom Cycles: Doug, Pooh, Lanny, and Todd Hayworth.

This is one southern ride that gets lot of respect up in the frozen north. What more do ya need—a bottle o' Mist, a bag o' pork rinds and one badass ride. —*Cheese Man*

Owner: .... Guy Ouellette
City: .... Concord, N.C.

General

Fabrication:..Morton's Custom Cycles
Year/make: .... 1978 H-D
Model: ....Rigid Shovelhead
Assembly:.............................. Pooh
Chroming: .... St. Louis Plating

Engine

Year/model:........ 1978 Shovelhead
Rebuilder: ....Pooh
Ignition:..................................Crane
Displacement: ...... 80 cubic inches
Lower end: ....H-D
Balancing:.............................. Pooh
Pistons: ....Wiseco
Cases: ....H-D
Heads: .... H-D
Cam: .... Andrews
Lifters: ....JIMS
Carb: .... S&S Super E
Air cleaner:.................... Arlen Ness
Pipes: .... Jammer upsweeps

Transmission

Year/type:.. 1997 RevTech 4-speed
Modifications: ....Rivera engine sprocket

Paint

Molding:................Pooh and Lanny
Painter: ....Pooh
Color/type: .... candy tangerine/ House of Kolor
Special paint: ....violet and red candy flames

Frame

Year/type:........................1997 rigid
Builder:.............................. Jammer

Accessories

Bars: .... Super Bars
Handlebar controls:............Custom Chrome, Inc., pyramids
Fender(s): ...... CCI/Todd Hayworth
Headlight: .... Headwinds
Taillight: .... Arlen Ness
Speedo: .... CCI 3-D
Dash:.............. Mirage, modified by Lanny of Morton's
Pegs:............ Perfomance Machine
Electrics: ....Pooh
Foot controls: .... Performance Machine
Gas tank: .... stretched, Todd Hayworth
Oil tank: .... Jammer
Primary cover: CCI
Seat: .... Drag Specialties
Mirrors: .... Arlen Ness
Grips: .... Arlen Ness

Forks

Type: .... wide glide-style
Builder:.............................. Jammer
Modifications:..........4 inches under

Wheels

Front

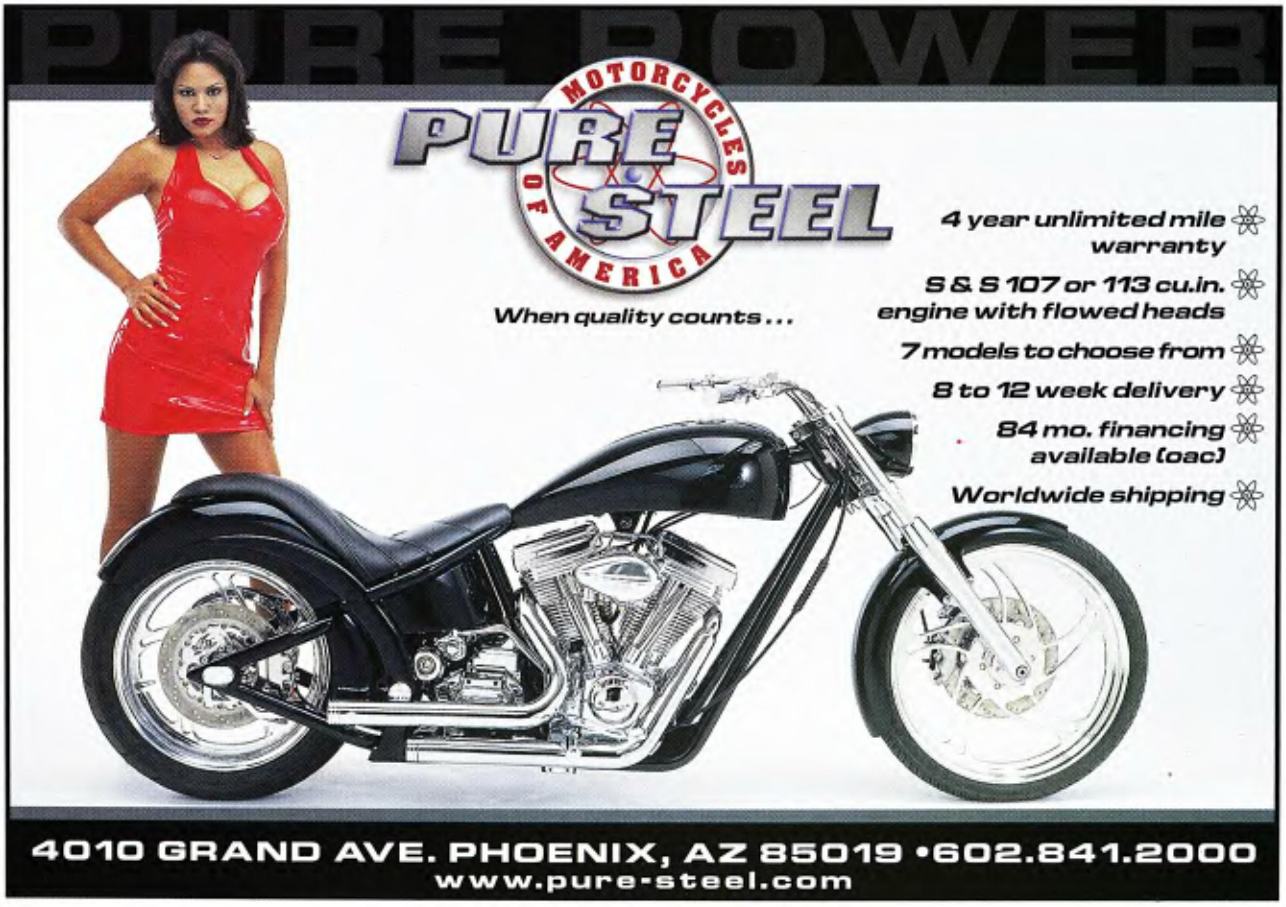
Type:.................................Scorpion
Size: 21-inch
Tire: .... Avon
Brake: ....Performance Machine

Rear

Type:.................................Scorpion
Size:...................................16-inch
Tire: ....Avon
Brake: ....Performance Machine
Photos:............................. Bill Ellis

What's the difference between an overweight chick and a virgin? One is trying to diet ...

Sparky
Berdoo, Calif.



Meet November's Winner

From the land o' cheese comes your November Fox Hunt winner, Christine. This little Wisconsinite, who regularly can be seen shaking her money maker and warming up our cold bros in the Dairy Capital of the World, was flown to the mean streets of New York and into the capable hands of photog Jim Bush. See, we know how to share the wealth around here. Once there and under the careful eye of Jim and his expert lens, Christine did what she does best and, although it wasn't cold in the studio to begin with, really got the temperatures rising! So much so, Jim was ready to install a pole, charge a cover, and start serving drinks! But alas, before Jim could get the word out to our Big Apple bros, the shoot was over and Jim was penniless. Although we did hear that he had enough dough left over to take her out on the town and show her a good time. But deciding he would dance for *her*, he never figured he was going to have to pay her to watch! Oh well, life lesson learned. Anyway, before it was all said and done, this shapely lass provided us with one helluva layout. You can see the shots we were allowed to print, starting on page 100, with Christine teamed up with John Rice's '47 Knuck.

—Sherwood O'Dunner

Anjanette—California

#401

"I've always loved seeing the bad boys on these bad toys, and now I love riding them both!"

Brittany—Georgia

#402

"On my first ride I was in a dress with no panties. The owner loved the wet spot I left behind!"

Brooke—Florida

#403

"During the peak of spring we were sailing through the cool breeze on the Low Rider."

Kellie—Kansas

#404

"It was a June evening and the most gentle and intense ride I've ever had."

Lea—Pennsylvania

#405

"I felt the vibrations of the thunder between my legs and knew from that moment that I was born to ride."

Theresa—Ohio

#406

"My first ride was with my Dad when I was only 7 years old. I loved it so much, I now have my own and have been riding ever since."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #322 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you can begin sending in your votes March 1, 2000. The voting deadline for this month's crop of cuties is March 31, 2000. We'll print the winner in the August 2000 issue.

Here she is, bros, the December 1999 winner in our monthly Fox Hunt, Kathy #1203, from Mt Prospect, Illinois. See more of her next issue.

322

FOX HUNT
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Model's Name __________
Address __________
City _____ State _____ Zip _____
Daytime Phone ( ) _____ Evening Phone ( ) _____
I am _____ years of age, born __________
I will pose fully nude __________
Model's Signature __________

Photographer's Name __________
Address __________
City _____ State _____ Zip _____
Daytime Phone ( ) _____ Evening Phone ( ) _____
Photographer's Signature __________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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Lucy And Ethel Do Japan

CRIS AND GAIL SPLIT LANES IN TOKYO

Someone once told me that you haven't lived until you've split lanes in Tokyo. Well, if that's the case I feel as though I've led a charmed life, because I did it and actually lived to tell about it. This trip wasn't planned—it was one of those once-in-a-lifetime opportunities that happens when you're not looking.

I've been writing a column for a Japanese motorcycle magazine for almost seven years. Just when I thought they were getting sick of me, I got invited to come over and ride with them on their 2nd Annual Love & Peace Ride. They were even nice enough to let me bring along my best buddy and ace motorcycle photographer Gail DeMarco.

The ride would be 180 miles, from the middle of overcrowded Tokyo up to the mountains of Nagano (of Winter Olympics fame). We met up with the staff and a few volunteers at the magazine office and fought our way out of Tokyo traffic. There is no doubt that this is the most congested place I have ever ridden. Riding in Tokyo, compared to some other overly congested places like Los Angeles or even New York City, definitely takes the prize for being the worst. Not only was I riding on the wrong side of the road, which makes for real interesting turns, but I couldn't read any of the signs. I'm still confused as to what a stop sign actually looks like. I was hoping it was the small blue triangle that the other riders I was following seemed to stop at.

Victorious in her rain dance, Cris thwarts Rodan.

To imagine what the ride was like, picture this: really narrow streets with people everywhere; walking, driving, some riding kamikaze style on small scooters, cutting in and out of traffic ... all the while smoking cigarettes. Smoking is a big thing in Japan, almost everyone smokes, perhaps a bit too influenced by the macho Marlboro Man from America. Japanese love anything American, which partly explains their fascination for Harleys, especially older ones. Of the 12 riders in our group, only two of us were on newer bikes. I rode a 1999 Dyna, a loaner from H-D of Japan. Most rode an assortment of Shovelheads and older Sportsters. Shin Ikeda, editor of *Hot Bike Japan*, rode his '52 Panhead, which ran perfectly. Another staff member, Shige Yuzawa, putted along on his early chopped Sportster. Leading the pack, on his stock 1948 Indian, was a well-known Japanese jewelry artist, 60-year-old Goro Takahashi. Goro's been riding since he was 15 years old and has become an icon for the younger Japanese bikers. Everyone looks up to him while trying to keep up with him on his Indian. For an old dude, he can really ride.

Gail seemed to be having a good time taking pictures from the van while trying to communicate with the driver, Nozomi, who is Shin's girlfriend. (She is also an editorial staff member at the magazine, weighs about 90 pounds soaking wet, and rides an 883 whenever she can get out of Tokyo.) It seemed like it took us hours of stop-and-go traffic before we got out of the city. Since Japan is a small country, you never really get away from congestion. We ended up splitting lanes for quite a while before we stopped at a rest area, which was more like a really nice truck stop. Instead of having a few drink machines and a greasy spoon, like in the states, truck stops in Japan have about 50 various drink machines, plus a really good restaurant. Gail was shocked to see a drink machine selling quarts of cold beer. Before leaving the rest area we stopped to gas up. I was surprised that

Gail is thrilled with the self-lubricating wonder potty.

A few miles down, the fog finally lifted.

Cris and friend, Ichirou Katou

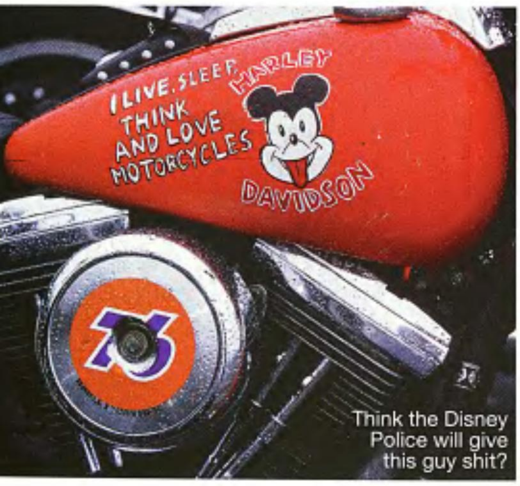
there were attendants who did it for you, but for close to $4 a gallon, I guess they feel like they need to do something.

By the time we hit the toll road, it felt like it was about 90 degrees. I rode with Hiro Odajima, one of the only English-speaking volunteers, who rode a stock 1979 Lowrider. He kept an eye on me, making sure I didn't get separated, and helped me pay my tolls, which totaled about $65 to get to Nagano. Since all of the roads in Japan are toll roads, you have to have quite a bit of spare change ready to ride here. Harleys even cost about 20 percent more than in America.

As it started to get dark and Shin ran out of gas for the second time (hmmm ... just like some people I ride with at home), we approached the mountains of Nagano. Instead of making roads around the mountains, for some reason, which I will never understand, the Japanese opted to tunnel through every mountain in their way. So, instead of riding slow, gentle curves through the greenest of green mountains, we rode through tunnels of smoke and exhaust. Some seemed miles long (remember, I couldn't read the signs), and I felt more than just a little claustrophobic.

We finally turned off the main highway and started climbing up the 7,500-foot mountain. Here were the curves I'd been waiting for. It was pitch dark, and all I could see were lights below us. Then we hit the clouds—lots of them—the thickest fog I'd ever seen. Just when I thought this was bad, it got worse. We turned and headed up a gravel hill. I don't mean just a gravel road. This was a steep hill with bad looking gravel, the kind that eats motorcycles, large, boulder-like, more like a riverbed than a road. After 20 years on my own Harley, I'm certainly no wienie when it comes to gravel, but this was like none I'd ever ridden before. I was afraid I'd go down if I stopped, so I didn't.

Goro, who was right in front of me, was one of the first to go down. Nothing too bad, just one of those slow, controlled drops, the kind you do when you have a foot clutch and you're 60 years old ... in gravel ... on a nasty hill. Then Hiroka went down (the only other woman rider), on her 1988 Sporty—again, another foot clutch. As I made my way upward, I made a mental note to never ride with a foot clutch in large gravel. After what felt like 10 miles (it was probably more like two or three), I finally reached the summit of what was my first real hillclimb. My hands were tightly clenched in a death grip as I tried to return the high five I received from my

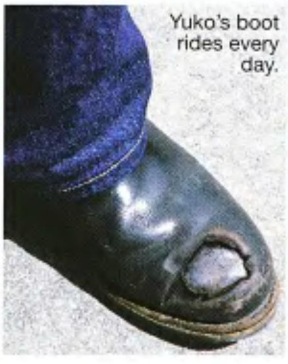


Think the Disney Police will give this guy shit?

Shin, editor of *Hot Bike Japan*, and Shige, one of the volunteers

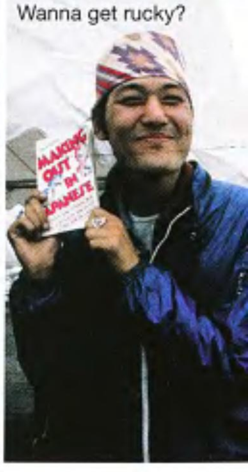
Kiyomo Sekiguchy, riding solo for 10 years.

Yoshimoto's best side!



Yuko's boot rides every day.

Old friends, Cris and Goro



Wanna get rucky?

At one point I wondered why everyone was riding solo. Some of these guys *must* have wives or girlfriends ... they can't all be gay. Hiro told me that it is illegal to ride a passenger on a highway in Japan. The only way you can pack someone is to ride on the secondary roads. Wow, I thought, what a way to ruin a good relationship. He said that the motorcycle manufacturers were trying to get the law changed because it obviously wasn't helping business.

Fearless Fly cartoons are apparently still very big in Japan.

new best friends, bonded by gravel. Later I was told that the thousand or so other riders they were expecting the following day would leave their bikes in a parking lot below and ride the ski chair lift up to the lodge where the run was held. (Gee, *now* they tell me.)

After reuniting with my real best friend Gail, who thought she'd never see me alive again, we retreated to our room in the lodge. She was still freaking out about the hill when we opened the door and saw our room. A totally exhausted Gail screamed, "Shit, where are the fuckin' beds?"

Nozomi, along with the two guys who helped carry in our stuff from the van, were now laughing hysterically. (Hmmm ... maybe they did understand English.) They pointed to the bamboo floor and one of them mumbled something about sleeping "Japanese style." By now, the overly emotional Gail looked like she was about to start World War II all over again. Seeing the painful look on her face they quickly opened a closet, took out some pads and quilts, and started making up our "beds," which turned out to be very comfortable, but on the floor. Immediately after they left us, Gail ran to the bathroom, which had no shower (but I'll get to that later). Suddenly, I heard an ear-piercing scream—sort of the same kind as when she found out there was no bed. Seems our Japanese-style toilet was equipped with a bidet, one of those special French potties that spray water to various parts of your privates. Gail decided to try the bidet and pushed a few buttons. The instructions on how to work it were, of course, all in Japanese. So there was Gail, yelling for help, stuck on the toilet, water spraying everywhere, and she couldn't shut it off. As she tried to get off, the water shot all over the bathroom.

Right about then, I was starting to feel like I was trapped in an episode of *I Love Lucy.* In between all this yelling and laughing, the maid knocked on the door to drop off our towels, which were about the size of small dish towels. Okay, we can deal with this, we're really tired and dirty and just want to sleep. Deciding we really needed a shower first, we ventured down the hall to the communal shower, which, as it turned out, really was a communal shower. We walked in on three naked women to discover that in Japan women do indeed shower together. While Gail and I are really fond of each other, we're not that close. We decided to wander around to see what else we could find. The men's shower room was right next door, and it was quiet in there. We stepped in slowly, just as two men just were getting out of the shower together. (Whoa—I don't even want to

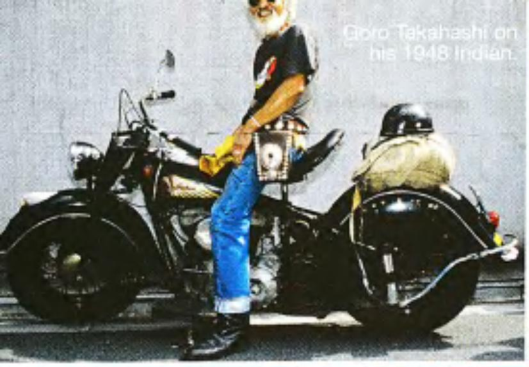
Steppen Wolf MC.

Too cool for words.

go there.) By now, we just wanted to sleep. But first, a little water on the face, even a sponge bath would be nice. Back in our tiny bathroom we noticed the soap on the sink, right next to the bidet. It was called "Pousse Mousse." So I guess you can figure out the rest. The water was even heated.

The next morning the volunteers were busy setting up tents for the vendors and a stage for the band. After spending hours setting up in the rain and wind, everything blew down about 20 minutes later. It was decided to move the vending area down the mountain next to the parking lot where all the bikes were lined up. We couldn't help feeling sorry for those wet volunteers.

Watching the bikes pull in through the fog the next morning was very surreal. You couldn't see more than 10 feet in front of you. With the bad visibility, it was amazing that no one got hurt or rear-ended. Again, there were many older


Goro Takahashi on his 1948 Indian.

Happy Japanese bikers.

Shige Yuzawa, senior editor, *Hot Bike Japan*.

Best friends Yuka Yamamoto and Yuko Yamakoshi.

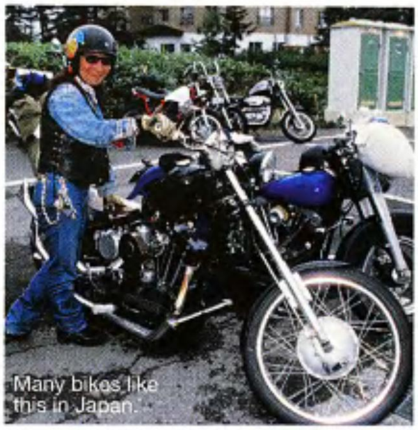
Shin Ikeda and Nozomi Momose

Shin working on Goro's Indian.

bikes, lots of Panheads and Shovelheads—more than I'd ever seen in one place in the last 20 years. No flashy show bikes, either, all real riders. It was like going back to the seventies, a real treat. For the next three days we never saw daylight. Thank goodness for hot sake. Oh ... once or twice the clouds would clear, and we'd get a glimpse of a picture postcard valley below us. It rained so much and the wind blew so relentlessly that we wondered why anyone would have a run up here. Apparently, it did the same thing last year and everyone still had a great time.

One thing about Japanese bikers that you can't help but notice is how enthusiastic they are. Even after three days of camping in this kind of weather, we never saw anyone having a bad time. They were always smiling, always happy. Another thing we noticed was the way they treated each other with so much respect. The last day, when everyone was packing up to leave, each person went around the main dining room of the lodge, the headquarters of the run, to shake hands and say good-bye to everyone in the room, even people they didn't know.

I was surprised to see so many motorcycle clubs in Japan, though I was told there were no outlaw clubs. Many patchholders I saw were actually women, which I thought was very interesting. In fact, the women bikers are treated as total equals, another pleasant surprise, considering Japan has always been thought of as such a male-dominated society. I met about 12 women riders on the run, most only riding for a few years, which reminded me of the surge in American women riding in the mid-eighties. It's really catching on for women over there. Pretty exciting.


Many bikes like this in Japan.

Yuko, riding since 1993.

Photos: Gail DeMarco

A lovely view of the parking lot.

The ride back to Tokyo was filled with breakdowns. Guess that's what happens when you ride older bikes, but we still had a good time. It took us 11 hours to go the 180 miles. We got to know everyone pretty well by that time. Gail even rode for a few hours, which I thought she'd never do again after seeing that gravel road.

Who knows, maybe we'll go again next year. This trip was a real experience. We made lots of new friends and found out that bikers everywhere are really about the same. Gail liked Japan even more than I realized. A few days after we got home she ordered a bidet for her bathroom.

—Cris Sommer-Simmons

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TOP 10 THINGS MEN WOULD DO IF THEY WOKE UP AND HAD A VAGINA FOR A DAY:

10. Immediately go shopping for zucchini and cucumbers.

9. Squat over a hand mirror for an hour and a half.

8. See if they could finally do the splits.

7. See if it's truly possible to launch a Ping-Pong ball 20 feet.

6. Cross their legs without rearranging their crotch.

5. Get picked up in a bar in less than 10 minutes ... *before* closing time.

4. Have consecutive multiple orgasms and still be ready for more without sleeping first.

3. Go to the gynecologist for a pelvic exam and ask to have it recorded on video.

2. Sit on the edge of the bed and pray for breasts, too.

AND THE NUMBER ONE THING A MAN WOULD DO IS:

1. Finally find that damned G-spot.

TOP 10 THINGS A WOMAN WOULD DO IF SHE WOKE UP WITH A PENIS FOR A DAY:

10. Get ahead faster in corporate America.

9. Get a blow job.

8. Find out what is so fascinating about beating the meat.

7. Pee standing up while talking to other men at the urinal.

6. Determine *why* you can't hit the bowl consistently.

5. Find out what it's like to be on the other end of a surging orgasm.

4. Touch/shift yourself in public without thought as to how improper it may be to others.

3. Jump up and down naked with an erection to see if it feels as funny as it looks.

2. Understand the reason for the light refraction that occurs between a man's eyes and the ruler situated next to his member.

AND THE NUMBER ONE THING A WOMAN WOULD DO IS:

1. Repeat number 9.

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Five finalists will be selected by random drawing on 9/12/2000. The five finalists will win an all expense paid trip for them and a guest to Biketoberfest. Out of those five winners, one will be selected to win the bike of their dreams. So what are you waiting for? Get in on the Pleasure today.

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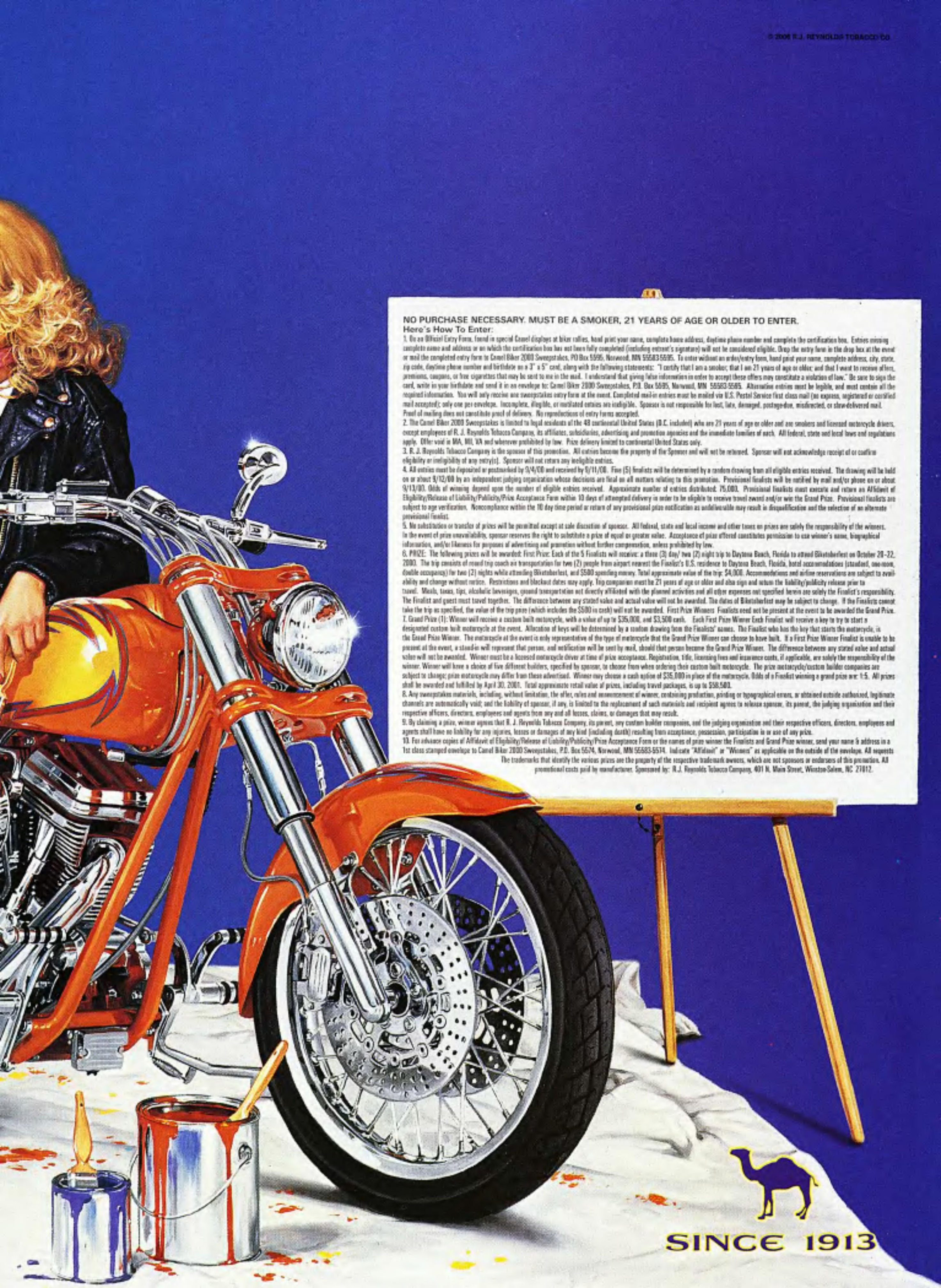
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4. All entries must be deposited or postmarked by 9/4/00 and received by 9/11/00. Five (5) finalists will be determined by a random drawing from all eligible entries received. The drawing will be held on or about 9/12/00 by an independent judging organization whose decisions are final on all matters relating to this promotion. Provisional finalists will be notified by mail and/or phone on or about 9/13/00. Odds of winning depend upon the number of eligible entries received. Approximate number of entries distributed: 75,000. Provisional finalists must execute and return an Affidavit of Eligibility/Release of Liability/Publicity/Prize Acceptance Form within 10 days of attempted delivery in order to be eligible to receive travel award and/or win the Grand Prize. Provisional finalists are subject to age verification. Noncompliance within the 10 day time period or return of any provisional prize notification as undeliverable may result in disqualification and the selection of an alternate provisional finalist.
5. No substitution or transfer of prizes will be permitted except at sole discretion of sponsor. All federal, state and local income and other taxes on prizes are solely the responsibility of the winners. In the event of prize unavailability, sponsor reserves the right to substitute a prize of equal or greater value. Acceptance of prize offered constitutes permission to use winner's name, biographical information, and/or likeness for purposes of advertising and promotion without further compensation, unless prohibited by law.
6. PRIZE: The following prizes will be awarded: First Prize: Each of the 5 Finalists will receive: a three (3) day/ two (2) night trip to Daytona Beach, Florida to attend Biketoberfest on October 20-22, 2000. The trip consists of round trip coach air transportation for two (2) people from airport nearest the Finalist's U.S. residence to Daytona Beach, Florida, hotel accommodations (standard, one-room, double occupancy) for two (2) nights while attending Biketoberfest, and $500 spending money. Total approximate value of the trip: $4,000. Accommodations and airline reservations are subject to availability and change without notice. Restrictions and blackout dates may apply. Trip companion must be 21 years of age or older and also sign and return the liability/publicity release prior to travel. Meals, taxes, tips, alcoholic beverages, ground transportation not directly affiliated with the planned activities and all other expenses not specified herein are solely the Finalist's responsibility. The Finalist and guest must travel together. The difference between any stated value and actual value will not be awarded. The dates of Biketoberfest may be subject to change. If the Finalists cannot take the trip as specified, the value of the trip prize (which includes the $500 in cash) will not be awarded. First Prize Winners Finalists need not be present at the event to be awarded the Grand Prize.
7. Grand Prize (1): Winner will receive a custom built motorcycle, with a value of up to $35,000, and $3,500 cash. Each First Prize Winner Each Finalist will receive a key to try to start a designated custom built motorcycle at the event. Allocation of keys will be determined by a random drawing from the Finalists' names. The Finalist who has the key that starts the motorcycle, is the Grand Prize Winner. The motorcycle at the event is only representative of the type of motorcycle that the Grand Prize Winner can choose to have built. If a First Prize Winner Finalist is unable to be present at the event, a stand-in will represent that person, and notification will be sent by mail, should that person become the Grand Prize Winner. The difference between any stated value and actual value will not be awarded. Winner must be a licensed motorcycle driver at time of prize acceptance. Registration, title, licensing fees and insurance costs, if applicable, are solely the responsibility of the winner. Winner will have a choice of five different builders, specified by sponsor, to choose from when ordering their custom built motorcycle. The prize motorcycle/custom builder companies are subject to change; prize motorcycle may differ from those advertised. Winner may choose a cash option of $35,000 in place of the motorcycle. Odds of a Finalist winning a grand prize are: 1:5. All prizes shall be awarded and fulfilled by April 30, 2001. Total approximate retail value of prizes, including travel packages, is up to $58,500.
8. Any sweepstakes materials, including, without limitation, the offer, rules and announcement of winner, containing production, printing or typographical errors, or obtained outside authorized, legitimate channels are automatically void; and the liability of sponsor, if any, is limited to the replacement of such materials and recipient agrees to release sponsor, its parent, the judging organization and their respective officers, directors, employees and agents from any and all losses, claims, or damages that may result.
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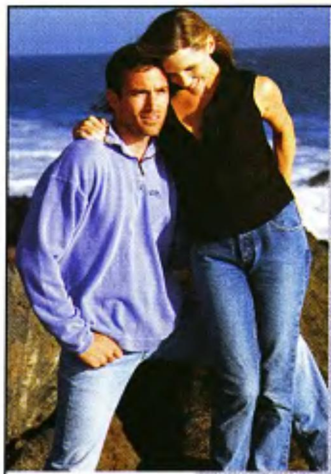

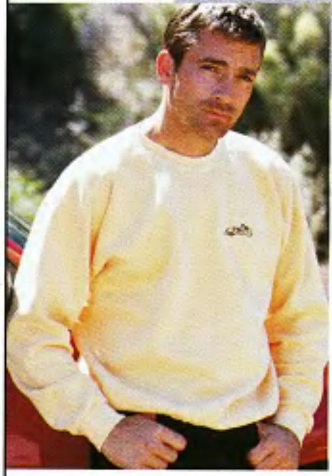

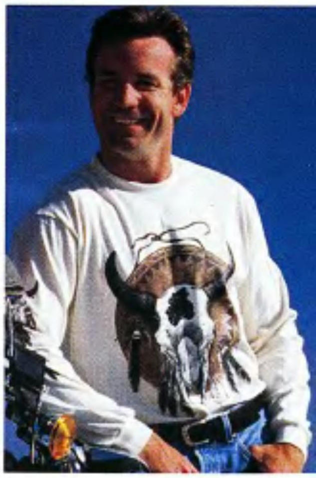

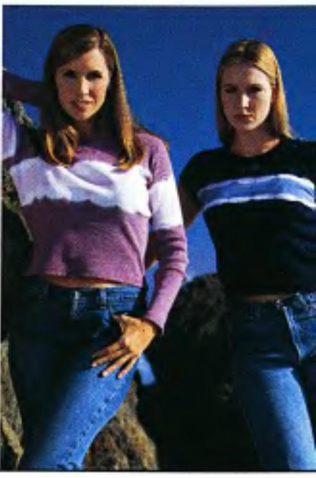

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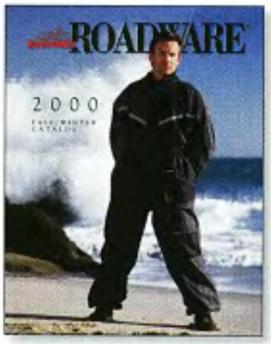

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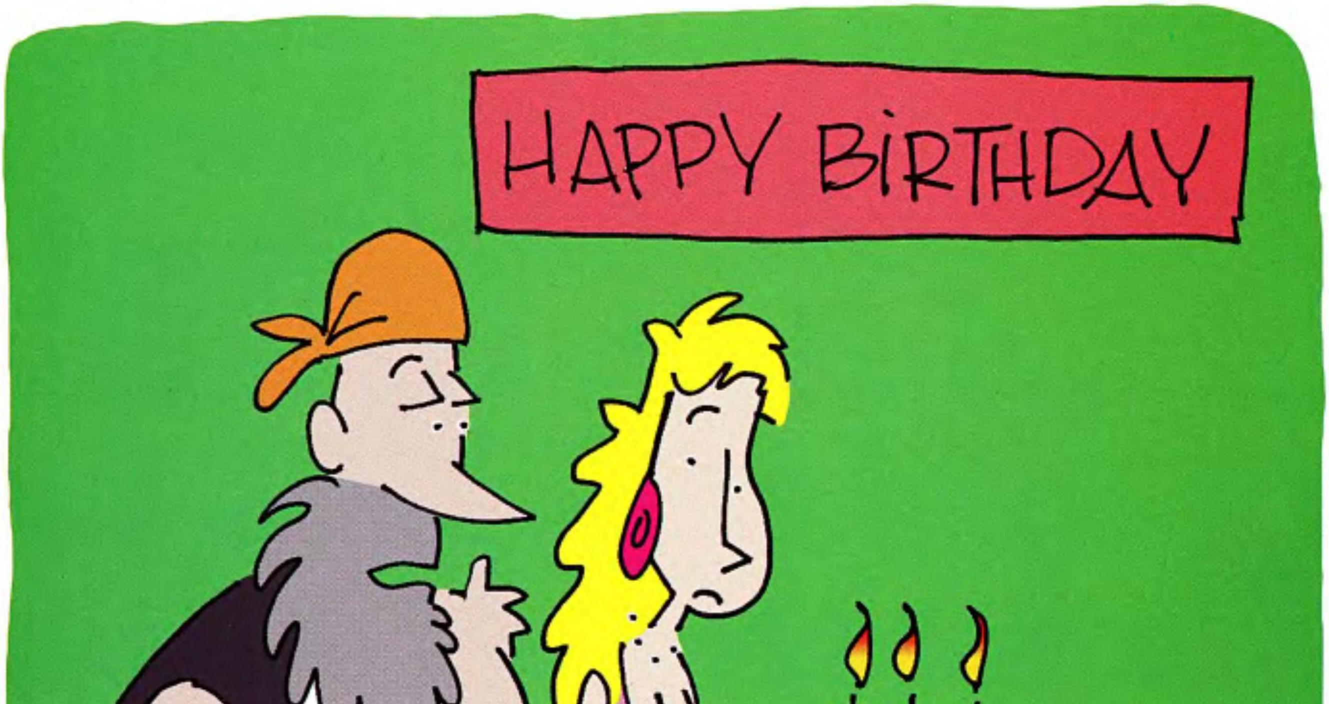


"Now remember, babe—it's blow, not suck."

Welcome back to the world of real bikes. Somewhere along the way, the blind-siding billet blitzkrieg managed to create a three-mile-high wave of T6 aircraft-quality hee-haw frenzy that crashed down on the heads of the many, drowning out the voices of the traditional few. The waters have finally receded, the perspective has returned, and guys like John Rice are ridin' high on the crest of nostalgia. And their perspective will kick your ass.

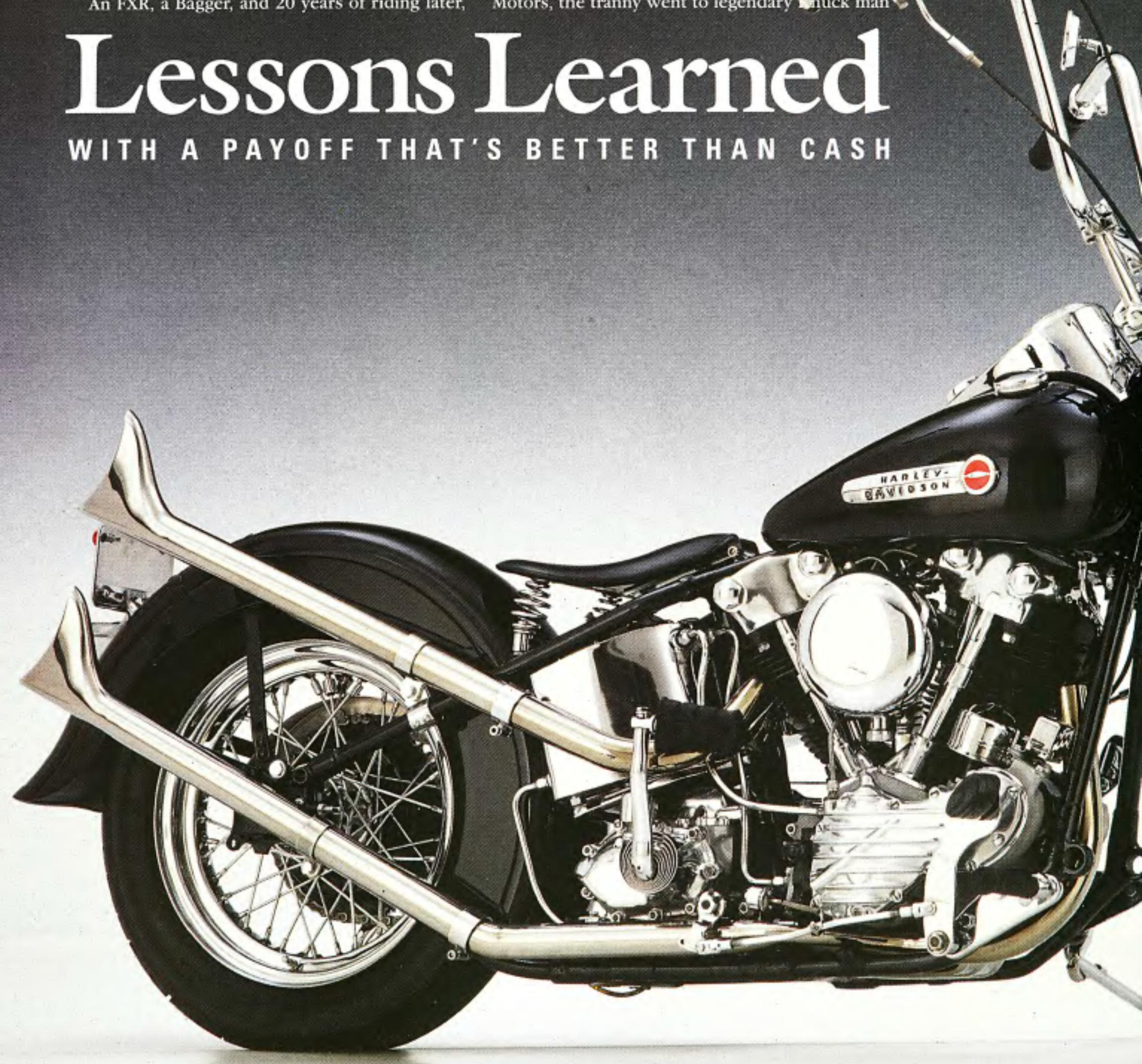
When John was 16, he used to sit in his brother Mike's garage and watch him work on his '47 Knucklehead. Now there's a hell of a legacy. "He'd try to teach me some of this shit, too," John respectfully recalled. "He'd be right there behind me watching, and as the years passed, I got a little bit better."

An FXR, a Bagger, and 20 years of riding later, John was approaching 40, and his respect for his older brother had not diminished. Both had a nagging thought: Just how radical would it be if both brothers owned '47 Knucks? How radical indeed ... It took some digging, but John managed to locate a rideable rigid with factory-issue engine, tranny and tanks, which he pondered for a few months before actually buying this gen-u-ine '47 from Paul Wheeler. This was going to be John's first complete restoration of a scoot, so no funny business was gonna be considered. None present, either. This piece of Harley history was the real deal, and it was about to get one helluva facelift.

Down to the frame, all of it came off. The engine was shipped to Painter Joe at Williams Motors, the tranny went to legendary Knuck man

Lessons Learned

WITH A PAYOFF THAT'S BETTER THAN CASH



Sundowner Clem, and the frame found its way into a mystery man's garage who made it look better than new. A detailed account of each component's rebirth would consume more pages than we can spare. The simple version is that the process took two years, and there was no compromise extended in any quarter.

John was more concerned with making the bike rideable than making it 100-percent accurate. He added chopper attitude by going with a Bar Ent. knock-off of a Bates solo seat with three-inch springs, a set of 16-inch apehangers, and a 21-inch front tire. John had everything polished that could be, precluding the use of stock painted rims. And yeah, the powder-coated front end is a '39-'42.

John relied heavily on V-Twin's catalog and Big Ray for hard-to-find parts. John also relied on Bob and Kari Klein's '40 Knucklehead as a model for restoration. Kathy, his wife, laced the wheels, and, finally, John turned to his brother, Mike, for help with the wiring. John had done as much as he could, but he still needed his older brother's help to make their radical notion a reality.

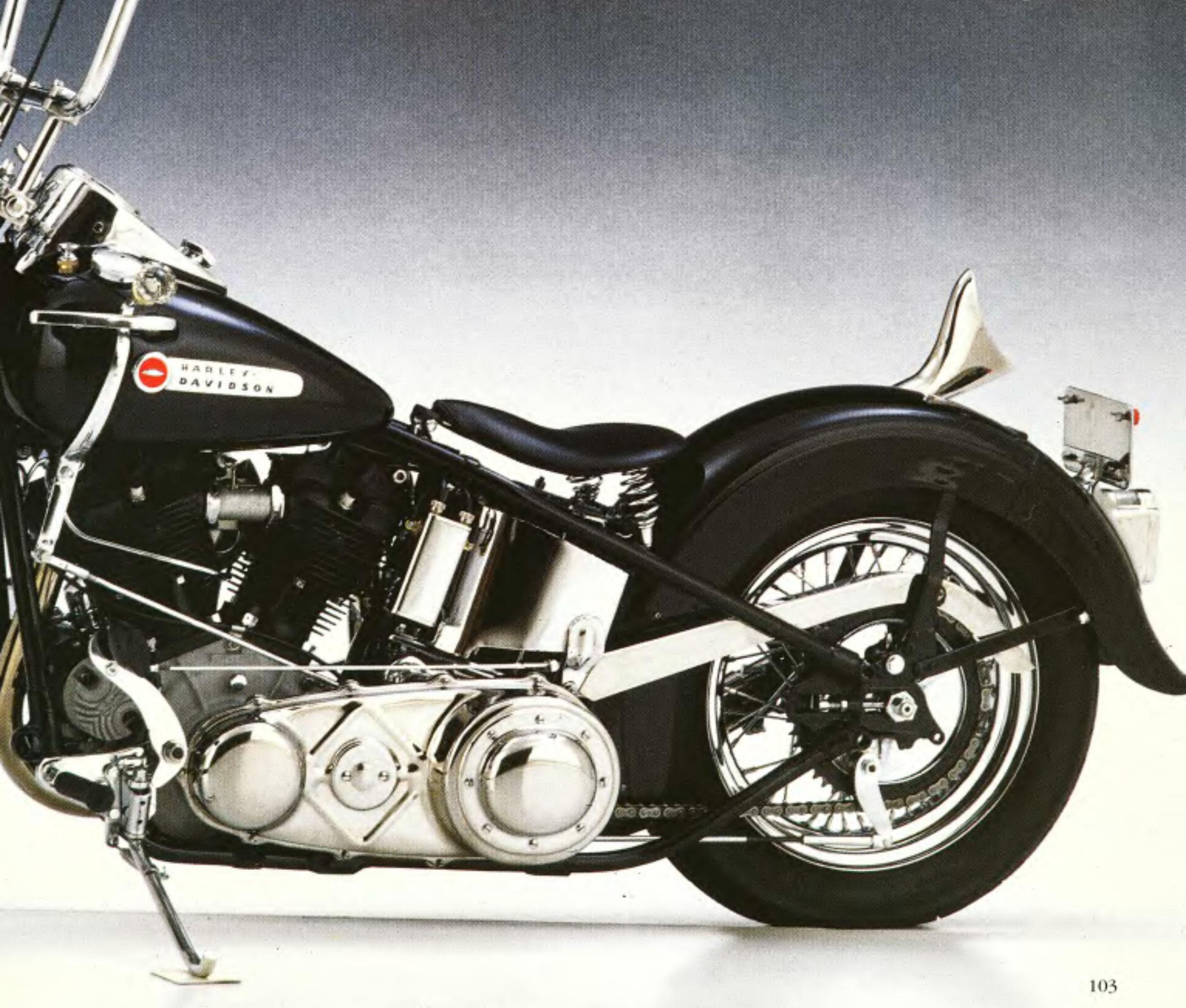
As for why John went with black on black, that one's a no-brainer. "My truck, my ol' lady's Sporty, and my bagger were all black. Besides, it's easier to keep clean."

This reborn rigid has picked up a few trophies here and there, and John really enjoys watching the folks at the local Bike Night gravitate from the Hollywood fat tire scooters to his nostalgic Knuck. But what really blew his mind when *Easyriders* called him up two days after he sent in his pics. 'Nuff said.

John works for the Los Angeles Flood Control District, so we asked him what was the strangest thing he'd ever found routing through the L.A. trenches. "Nothin' really," he replied. "I always figured I'd find maybe a dead body, or luck out and find a bag of money."

News flash, dude: You're sittin' on it. Now go help your brother finish putting his '47 back together so you guys can really finish kickin' our asses.

—Captain Trash



Owner: ....John and Kathy Rice
City: ....Canyon Country, California

General

Fabrication: ....H-D
Year/make: ..1947 Harley-Davidson
Model: ....Knucklehead FL
Assembly: ....owner
Chroming: ......Astro Plating/Ramos

Engine

Year/model: ....1947 Knucklehead
Rebuilder: ....Painter Joe, Williams Motors
Ignition: .... H-D
Displacement: ....74 cubic inches
Lower end: ....stock
Pistons: ....H-D
Cases: ....stock
Heads: ....H-D
Cam: ....mild
Carb: ....Linkert
Lifters: ....solid
Air cleaner: ....aftermarket
Pipes: ....upswept fishtails

Transmission

Year: 1947 4-speed
Shifting: ....jockey

Paint

Painter: ....Valencia Coach Works
Color/type: ....black/DuPont

Frame

Year/type: ......1947 H-D straightleg
Rake: ....30 degrees

Accessories

Bars: ....apehangers
Handlebar controls: ....V-Twin
Fender(s): ....stock
Headlight: ....V-Twin
Taillight: ....H-D
Speedo/Dash: ....V-Twin
Pegs: ....Custom Chrome , Inc.
Foot controls: ....V-Twin
Electrics: ....owner, Mike Rice
Gas tank: ....stock
Oil tank: ....V-Twin
Oil system: ....stock
Primary cover: ....Paughco
Seat: ....Bar Ent.
Mirror: ....small
Grips: ....rubber

Forks

Type: ....springer/'39-'42 model
Builder: ....H-D

Wheels

Front

Type: ....laced
Size: 21-inches
Tire: ....Dunlop
Brake: ....drum

Rear

Type: ....laced
Size: 16-inches
Tire: ....Dunlop
Brake: ....drum

Photos: ....Raiko Hartman

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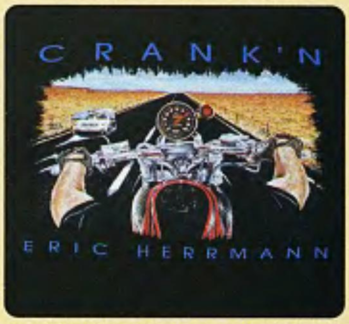

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SHOVELHEAT by Eric Herman (Back Print)
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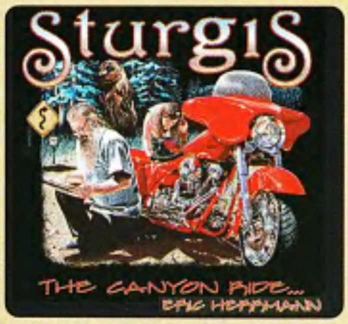

STURGIS by Eric Herman (Back Print)
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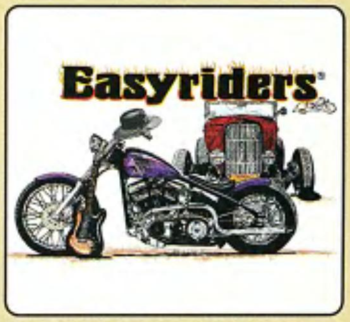

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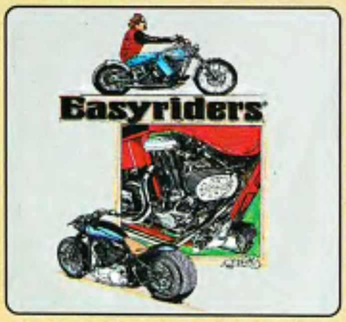

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Sizes MD, LG, XL $16.95/XX $18.95/XXX $20.95

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The quiet suburb of Henderson, just outside of Las Vegas, Nevada, seems a least likely arena for the reincarnation of one of the greatest little shops in biker history. Tracts of monochrome family units keeping the untamed, arid desert at a safe distance with sprinkler-fed lawns, tepid swimming pools, and frigid air conditioning surround a small, nondescript strip mall. Visitors are greeted by a sign bearing the names of the small businesses operating in this garage-like setting. Amongst these names, as if it were no more portentous than, say, Louie's Lubes or Nails by Betty, hides the simple announcement: Denver's Choppers.

Once this simple facade is penetrated, the shop's long and unequaled history bursts forth from every corner, out of every nook and cranny: Framed photos of glorious days gone by line the walls, and various knick-knacks strewn throughout the place hint at the importance and vast influence this little shop once held among the aficionados of choppers world-wide. And, most importantly, there on the floor of the shop, in various stages of production, sit the present and the future of not only of Denver's Choppers, but quite possibly of the world of custom motorcycling itself: unparalleled, unequalled, and sometimes unfathomable masterpieces of chopper magic.

Denver Mullins had already been recognized as one of the premier hot rod painters and builders in Southern California in the mid-sixties, when in 1967, at the ripe old age of 23, he started Denver's Choppers, together with his buddies Mondo and "Little Freddie" Hernandez. "Denver borrowed $120 to pay the first month's rent to open the shop in San Bernardino," says Mondo, who now runs Denver's Choppers in Henderson, "and he never looked back. He was one of the best custom painters of his day, and one of the first to install hydraulic lifts in Southern California. The shop was filled with trophies from car shows, and this is where the Denver legend began."

Denver's Choppers

THE LEGEND LIVES

This beautiful '99/'47 Knuckle was built to be the shop's business card.

A couple of prime examples of the legacy that is Denver's Choppers.

Once inside Denvers Choppers, the shop's history bursts forth from every corner and wall.

What followed was hardly anything less than revolutionary: long (and ever longer) custom front ends, wild custom paint jobs, stretched and raked custom frames, and rear fenders doubling as oil tanks soon gave rise to the Denver legacy that still to this day has the custom world buzzing. But back then, you couldn't open a custom bike magazine without having at least one of Denver's spectacular rides in front of you, and it was only a matter of time before Denver and his crew decided that it would be easier to simply build a custom frame from scratch than having to cut, bend, and weld stock frames into wild contortions. Denver's frames became an immediate hit among custom builders, as did his 40-inch-over or more front ends and many other custom parts that were to follow. By the early seventies, Denver's Choppers was a household name in the biker community, and, eventually, Denver Mullins was to be unofficially ordained the "Godfather of Choppers."

Their tremendous success soon allowed Denver and Mondo to pursue another one of their passions: drag boat racing. Both seemed to live by the motto "if ain't broke, fix it anyway" and ended up modifying the entire sport with a new invention. They came up with a safety capsule designed to ensure the survival of the drag boat racer in the event of a crash by jettisoning away from the boat with the driver inside, supplying him with enough oxygen until the rescue crew could get to him. However, on October 4, 1992, Denver crashed during a test run on Southern California's Puddingstone Lake and apparently panicked, trying to leave the submerged capsule, and got trapped in the process. By the time the rescue divers got to him, he had already drowned.

"Ironically," says Mondo, who had left the shop a few years earlier to move to Reno, Nevada, and pursue his own interests, "Denver had called me just prior to his death to convince me to come back into his business and to continue it, should anything ever happen to him. I made him that promise."

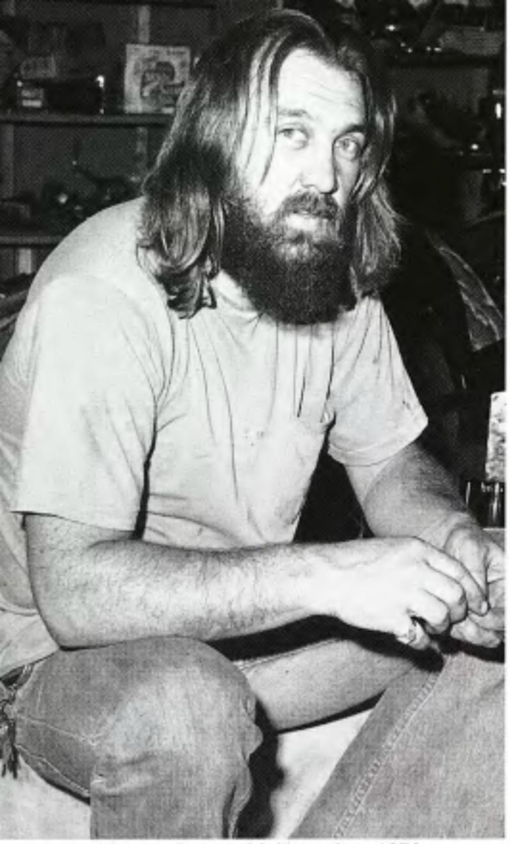
It took Mondo a year and a half after Denver's death to fulfill standing orders and ship them out. "There were also a lot of entanglements to be untangled, legal and otherwise," Mondo explains, "and after everything was done, I felt like I couldn't, with good conscience, continue the shop without coming across as some kind of impostor."

Mondo closed the shop and took a much-needed break. It lasted three years, but once Mondo had come to terms with the loss of his best friend and straightened out the legal and business aspects of the then dormant shop, he began to reconsider his promise. For "economic reasons," he decided to set up shop near Las Vegas, and on June 30, 1997, he reopened the doors to the legacy that is Denver's Choppers. "On that first day, I came in here with a small box of parts and drawings," Mondo says, laughing. "And now we're just about to outgrow this place. We may have to move soon."

But for the time being, Mondo, his right-hand man, Van Hagen, and part-time wrenches Coop, Hound, and Jerry just concentrate on building choppers that express the tried-and-true philosophy of bygone days. "We create bikes that follow our traditional lines, which are based primarily on simplicity, functionality, and workmanship," Mondo elaborates.

A premier example of what he means is the beautiful yellow '99/'47 Knuckle on these pages. "I have a soft spot for

Clockwise, from top left: Mondo draws; Van does the fireworks; Van, Mondo, and Hound at work.



Vintage Denver Mullins, circa 1970.

Knuckles," contends Mondo. "Basically, we built this bike last year as kind of a business card to show the world what we can do. Almost everything on this Knuckle is made at Denver's, and we've spent hundreds of hours on it, building everything from the frame and the front end to the rear fenders and the wheels. A lot of parts are handmade, like the intake manifold, or the gas tank, which we split and flush-mounted. Pretty much the only things we didn't handle personally are the paint job, which was done by JD Cycle Art here in Las Vegas, the chrome (from APS in Vegas), and the Performance Machine two-piston front brakes plus the three-piston APC rear brake."

Mondo takes the Knuckle to different shows to drum up business for his shop, but in effect that's like taking coals to Newcastle—or something like that—since the Denver name precedes its presence. In spirit as well as in name, Denver's Choppers has long since spread all around the globe. "When Denver died, it was in the news world-wide," Mondo remembers, "and people called us from everywhere, saying they couldn't believe what they had heard. Grown men were crying on the phone, telling us how this man had touched their lives."

Even to this day, people speak of Denver's Choppers with obvious awe in their voice. "Someone told me that there's a motorcycle club in Sweden called Denver's Choppers," Mondo says, grinning. "I'll have to check further into that." And plans are currently in the making to open up a dealership for Denver's products in Japan. But beyond all that, Denver's front ends, oiltank fenders, triple trees, and a whole slew of parts and accessories are being produced and shipped around the world from Henderson and from Riverside, California, where "Little Freddie" still makes the incomparable Denver's frames at Untamed Chassis, owned and run by Erwin Graham. "We get all our frames from there," says Mondo, "and I owe these guys a special thanks for their terrific work and loyalty."

In closing, Mondo feels that "if there is such a thing as biker heaven, I know Denver's up there, wrenching and tinkering and having a blast." And for us mortals here on earth, there is a little piece of biker heaven right next to Sin City, in a little town called Henderson.

—Red Baron

You can contact Mondo at Denver's Choppers, 1000 Stephanie Pl., #2, Henderson, NV 89014 • (702) 450-0169 • www.denverschoppers.net.

APRIL FOOLIN'

As far as special days worthy of celebration go, April Fools' Day doesn't get much recognition. It doesn't appear on many calendars. It's not as expensive as Christmas, as fattening as Thanksgiving or as barfy as Valentine's Day. It'll probably never be a national holiday, which is too bad 'cause I could really use the time off. Yet April Fools' deserves a little respect. On what other day can a guy with a bag of fake dog turds and a twisted sense of humor have such a good time?

There are few things as much fun as laughing at someone else's misfortune, especially if you can take credit for it. This is the essence of April Fools' Day: causing short-term misery for the sake of a cheap laugh. The amazing part is what you can get away with. Normally, if you push your bros too far, they're liable to respond with a hail of gunfire, but if you disguise your attack as a practical joke, all is forgiven and your victim might even buy you a beer. This is just more evidence for my long-standing theory that people are seriously screwed up.

The practical joke, as far as I can tell, originated with the cave man. While sitting around an empty patch of sand where someday a fire would burn, an ancient dirt dweller found himself depressed. He had already surpassed the average life expectancy of three weeks and couldn't help but feel his future was somehow limited. He was down in the dumps and, because speech consisted mostly of grunts and barks, couldn't even share his feelings. He needed to do something to shake off the blues. He needed a good laugh.

Being a cave man, he did the only thing that came to mind: He picked up his club and thumped his cave bro over the head, killing him instantly. True, it lacks imagination and a punch line, but then his sense of humor was somewhat undeveloped. Yet this simple act set the standard for practical jokes to follow, and what the hell, a laugh's a laugh.

What this illustrates is that practical jokes are not only funny, but can be dangerous. In the wrong hands, plastic vomit could be considered a weapon. (I'm not sure how, but people who buy plastic vomit usually have lots of time alone to figure this stuff out.) This is why, with your safety in mind as well as

that of your victim's, I've created some basic rules to help guide your practical joking. Hell, with a little imagination and a few precautions, you don't even have to wait 'til April 1 to express your god-given weirdness. You can be a fool all year long.

Exchange no bodily fluids.

This is generally a good rule to live your life buy, but it applies even more to April Fools'. Some people are tempted to take certain bodily fluids and put them in places they don't belong, such as coffee pots and chip dip. To the criminally insane, this is funny—to the rest of us it isn't. I can pretty much guarantee that if you are caught depositing your liquid parts where they are not wanted, none of your bros will ever talk to you again—not to mention the epic ass kicking you will receive and, of course, deserve.

Be careful whom you scare.

Going to the beach and yelling "SHARK," just to watch people scurry, can be great fun. But if you do it at a retirement beach you're gonna have old folks hitting the bottom like depth charges. Believe it or not, this isn't that funny. Whenever you plot a frightening joke you have to be aware of anyone who might be prone to premature croaking. It can really take the glow off the whole event if you cross the line between funny and fatal.

Don't play jokes on your pets.

Putting plastic wrap over the toilet bowl right before your ol' lady sits down is just good, clean fun. But stretching it over the doggy door, or your furry friend's food dish, well, that's just cruel. Pets are kind of dumb and trusting, which makes them vulnerable to the warped mind. Sure, there's a laugh to be had, but is outsmarting an animal with a brain the size of a corn flake really something to be proud of? In my opinion, if you're playing jokes on your pets, you really need more friends.

Humor is subjective.

What's funny to you may not be to others, so it's only natural to have a joke bomb every now and then. For example (trust me on this), it is possible, with the help of an X-acto knife, scotch tape, and some spare time, to transform a can of aerosol cooking oil into a bottle of hair spray. To me, this is deeply funny, yet most women fail to see the humor in it. On the bright side, they will shed water like a teflon duck for about the next six months, which is more entertaining than it sounds.

Know when you're crossing the line.

Some jokes, although you know they'd be leg-wettin' funny, are just too risky. What price do you want to pay for a laugh?

I've always thought it would be fun to go to the pet store and pick up one of those squeaky, fake mice and insert it into my wife's underwear while she's sleeping. Not that she's particularly afraid of mice, but if you wake up with one inside your unmentionables, it's bound to freak you out. So why haven't I done it? Many reasons actually, but mostly because I have no desire to sleep outside for the next year, which is exactly where I'd be once the bullet wounds healed up.

Be ready to flee.

It's always best with any joke to be present to witness the results of your disturbed mind, but you must be ready, at a moment's notice, to haul ass out of there. Always have a post-practical joke escape plan in place to get you safely out of harm's way, just in case your victim reacts in an anti-social manner by projecting foul language or a toaster oven. Once the joke has been successfully played out you can laugh for days, just be ready to do it from a distance.

Be on your guard.

If your ol' lady or your bros have a sense of humor similar to your own, you may have reason to be afraid. You could become the victim of someone else's prank. People are such jerks.

If you are one, try to keep your temper in check and your gun in your pocket. Don't take it personally. Never lose sight of the fact that April Fools' Day comes only once a year, but any day is a good day for payback.

—Greg White

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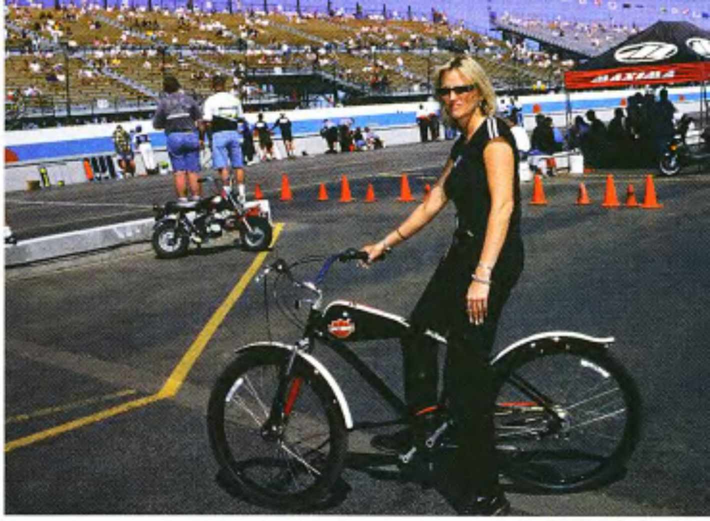
ARIZONA BIKE WEEK



Some of us love the smell of nitromethane and some of us like to watch a finely tuned bike and rider fly around twisties with their knees scraping on each apex of a turn. What's a gearhead to do when two world-class racing programs are going on in the same town, on the same weekend? Decisions,

decisions. Well, that was the dilemma I was faced with during last year's Arizona Bike Week.

The AHDRA drags at the Speedworld strip in Wittman, Arizona, were being held the same weekend as the second round of the MBNA Superbike tour at Phoenix International Raceway (PIR). That's where the Harley VRs would be challenging the imported motorcycle factory riders.

Being a nitro-smelling freak and concerned with the factory's efforts to get back into world-class competition, I tried to support both shows. It took some effort, but it was one helluva fun-filled and busy weekend. My sidekick was Chuck Cardinal, one of my San Berdoo, California, homeboys.

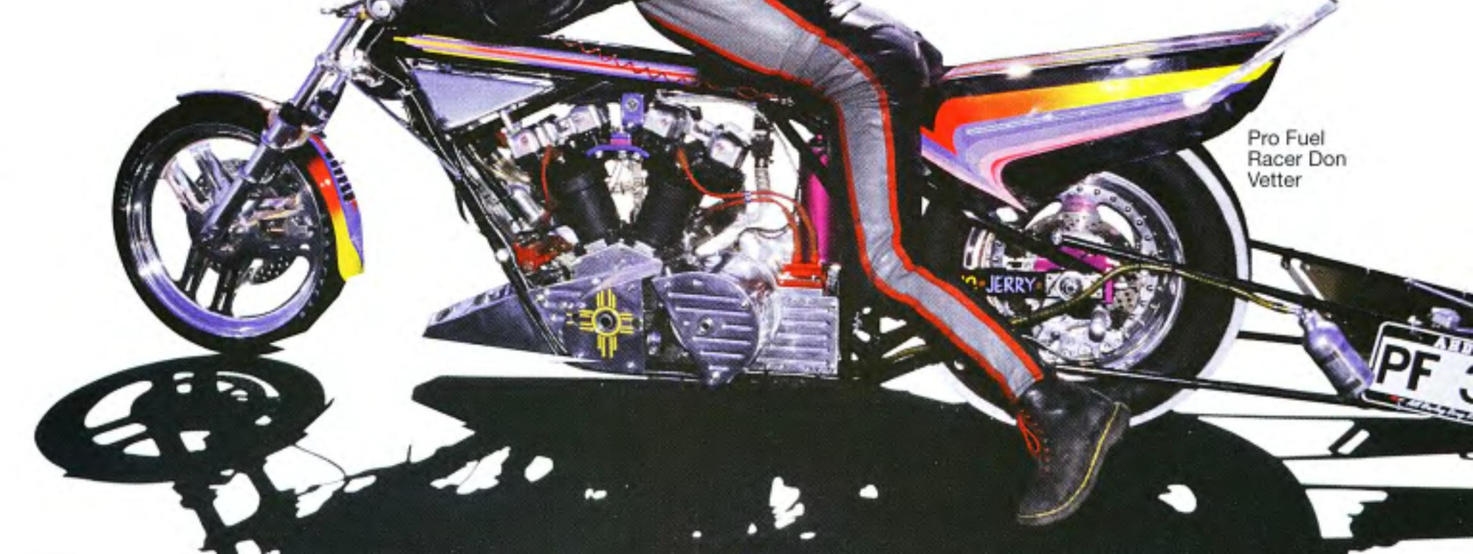
We secured a room almost smack dab between both tracks on the west side of town in a suburb of Phoenix called Goodyear. Hey, do ya suppose they made tires there during WWII?

After picking up our press passes on Thursday morning, Chuck and I roamed the pit area at PIR. I wanted to visit with the race teams before race day because on that day they're concentrating on one thing and one thing only.

The track at PIR has 11 turns and is a-mile-and-a-half around. It's very challenging, to say the least. The primary factory rider, Scott Russell, had to sit this one out due to an eye injury. H-D factory rider Pascal Picotte from Quebec, Canada, finished that morning's practice session on top, rounding the track with a 01:01.713. Mike Smith, Canton, Ga., the other H-D factory rider, was 10th with a 01:02.308. Independent rider Christopher Rankin from Bastrop, Texas, was 28th, doing a 01:06.284. So things were looking pretty good so far.

That night we went by Hacienda Harley-Davidson for an open-house party. They had a couple of fuel teams on hand, signing autographs and giving the fans pictures of themselves. One of the crews, Prairie Fire Racing Team, came from Edmonton, Alberta, Canada. Also showing off his brand-new setup was veteran pilot Ron Fringer from Garden Grove, Calif.

Hacienda H-D has quite a large operation and store, and they had lots of things going on that weekend, including live music, a raffle, and a bikini contest. One of the local radio stations worked with the dealership, and several of their radio celebs added color in promoting the weekend. They also had vendors selling food and biker geegaws behind the store.

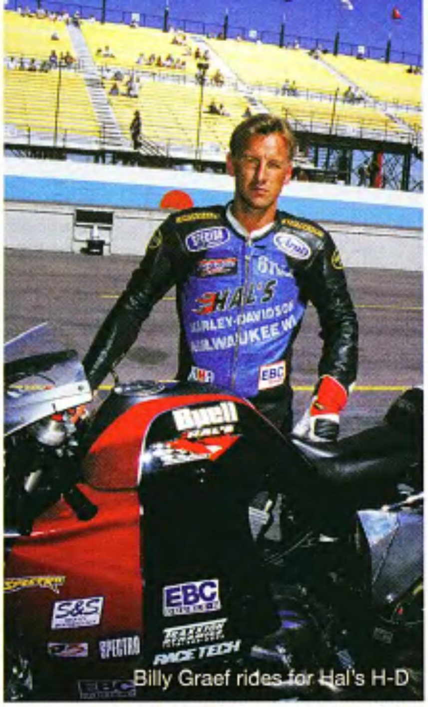


Pro Fuel Racer Don Vetter

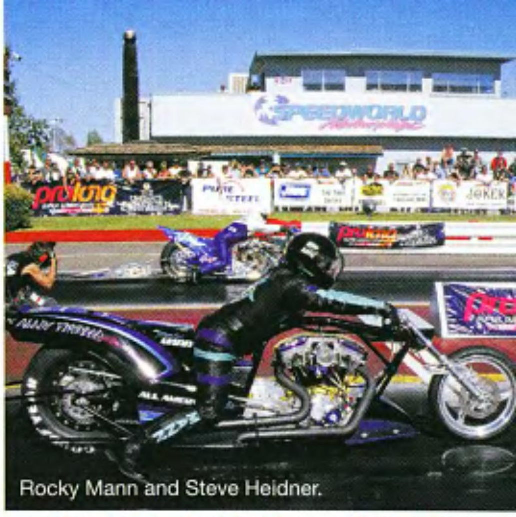
Pascal Picotte discussing strategy to get up front and stay there.

Steve Frisbee and ET Rockefeller (above) leaving the start line.

Picotte at the ready



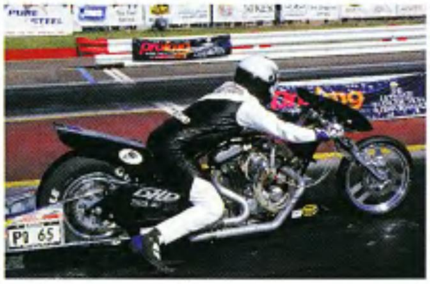
Billy Graef rides for Hal's H-D

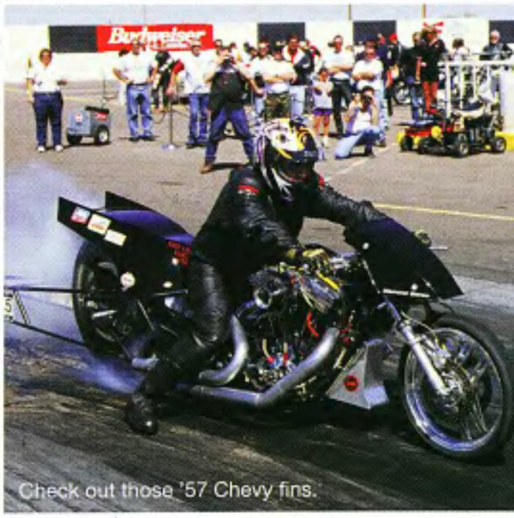


Rocky Mann and Steve Heidner.

Chris Rankin

Above: Doug Vancil; bottom left: Steve Heidner, bottom right: Steve Huff





Check out those '57 Chevy fins.

Photos: Rip

The next day, some 1,500 riders left Hacienda H-D in a pack to go to the AHDRA drag races. The ride was called the Iron Horse Memorial Ride and benefitted the Maricopa County Sheriff's Memorial Fund, which provides support to families of fallen officers. I took a few pictures of some of the cop motorcycle club members, who call themselves "The Choir Boys." I received some angry looks but didn't let that bother me; they have been taking pictures of me and my brothers and sisters at funerals and different bike functions for years now. Tit for tat.

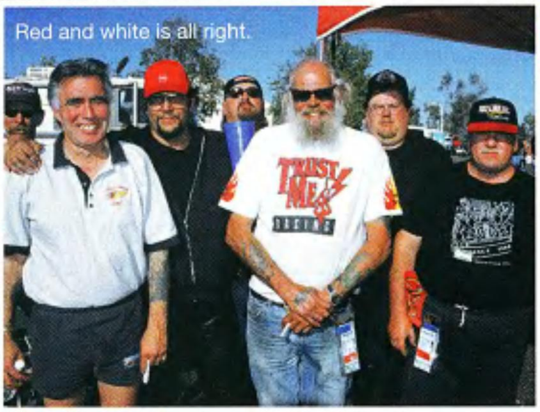
Since this was Arizona Bike Week number three, there were things going on all over town all week long. There were parties, bike rides, and poker runs to different bars where they would have tattoo, bike, or wet T-shirt contests—generally all the things we like to see and do (too many to list on these pages).

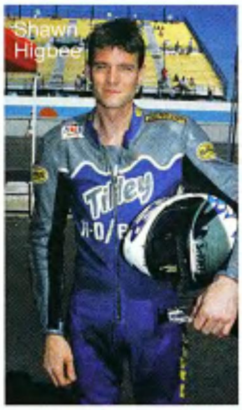
The next morning found Chuck and me at Speedworld for the Pure Steel Nationals, checking out the drag racers and getting our nitro fix. It was great being around all these top-rated racers during their qualifying session. Many are personal friends of mine, like Kristine Becker who moved up a class this year to Pro Fuel from Pro Dragster. Most of the groups were from the southwest or Canada. It costs mucho dinero for the East Coast and Midwest folks to come west to play; the money isn't there yet.

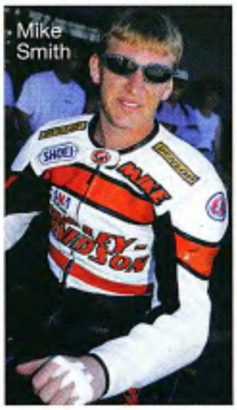
In the finals the next day,

Blasting down the home stetch at Phoenix International Speedway.

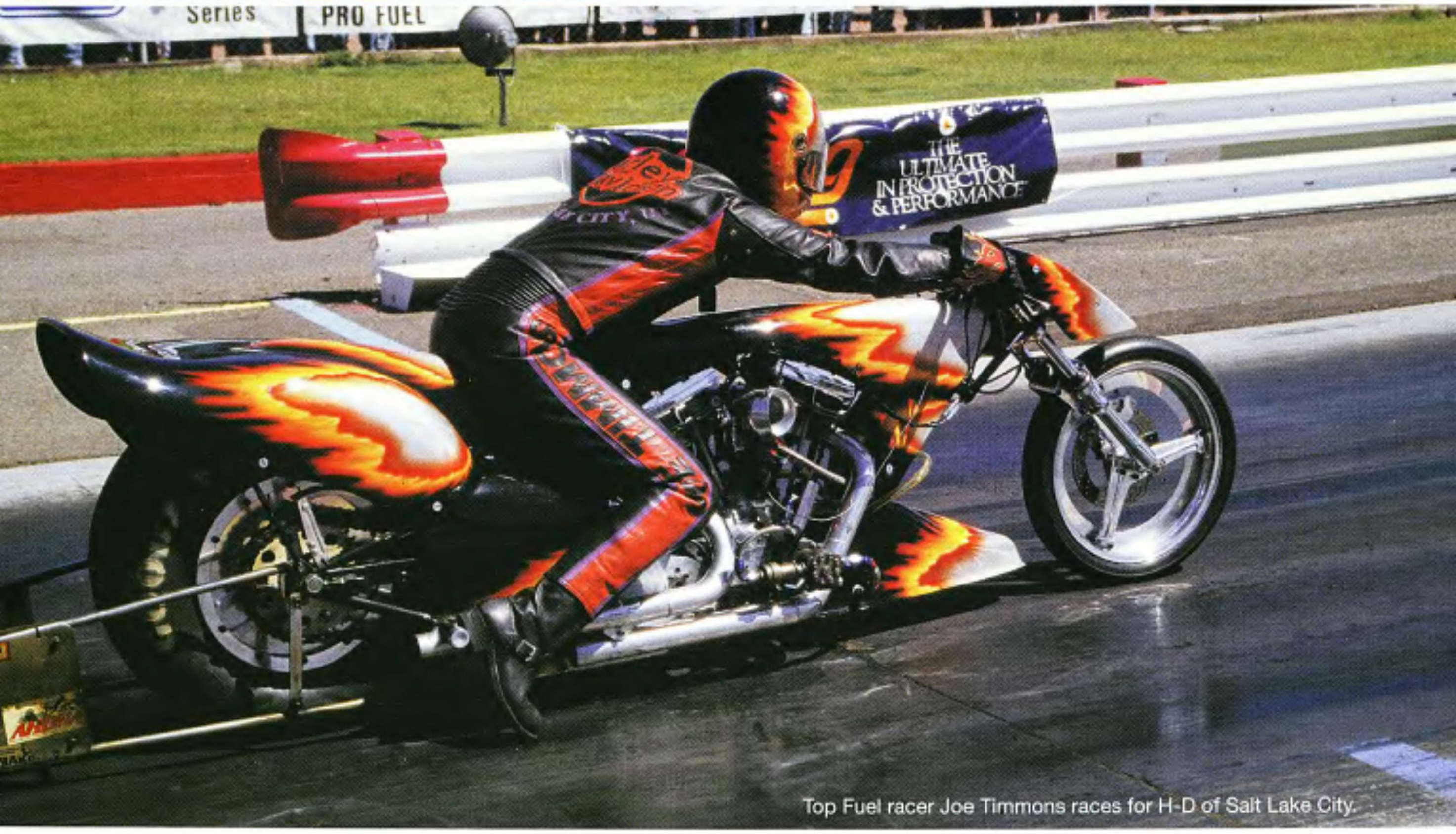
Scott Russell


Red and white is all right.


Shawn Higbee


Mike Smith

Top tuner Don Tilly



Top Fuel racer Joe Timmons races for H-D of Salt Lake City.

Doug Vancil dominated the Top Fuel Class, taking out Chicago Joe. Doug is from Albuquerque, N.M., while Chicago Joe is actually from Richmond, CA. Vancil did a top speed run of 192.63 mph.

The Pro Fuel winner, believe it or not, came from Ehime, Japan. His name is Takeshi Shigematsu. Way to go, dude. He came the farthest of any of us and he deserved the win. He defeated Mike Bahnmaier of Wichita, Kan., by laying down a 7.25 at 185.18 mph pass—not too shabby.

Dirk Higgins, Kirby, Ohio, beat out Dave Feazell, Hudson, Iowa, in Pro Stock. Bucky Varrone of Colorado Springs, Colo., took home a Pro Dragster win over #1 qualifier Marc Augustine, Marysville, Wash.

Bob Grimes, Grass Valley, Calif., qualified #1 in Pro Gas and saw the winner's circle after taking out local Russell Thomas.

In the Modified ranks Darren Maulin, Mesa, Ariz., was handed a win when Tim Tharpe, Winston Salem, N.C., red lighted.

At PIR Sunday, the best of the H-D factory boys in the Superbike tour was Pascal Picotte. He came in 4th with an almost podium finish. Maybe next time. He got bumped in the starting grid to the outside of the second row after the final qualifying round Saturday. Picotte did gain a couple of spots before it was over. He gave it his all, and I feel that he will be there before the end of the season. He looked hungry and wanted to win badly.

Mike Smith came in 10th and Chris Rankin finished 23rd. The race had to be restarted when an import rider went down on the first straightaway. He got into a tank slapper coming off the 4th turn and bailed before the bike smacked the wall near the 1st turn.

In the Pro Thunder finals Tilley Harley-Davidson rider Shawn Higbee took home the winning flag for the second year in a row. Boy, Don Tilley can build some motors and tune them to perfection. He's been doing it for years. How many of you remember Lucifer's Hammer? That was another winner. Shawn certainly knows his way around PIR. Way to go, guys. Another Buell rider, David Estok, Daytona Beach, Fla., came in 2nd.

Well, it was a perfect weekend for me because I got to rub elbows with my heroes and ya can't ask for much more than that, can ya?

Arizona Bike Week #4 is comin' right up. The AMA canceled the race at Phoenix International Raceway, but the AHDRA is still coming to town March 25-26, 2000.

So, if you like to see Harley pilots on fuel and dig giant, smoky, smelly burnouts, come on out and enjoy the fun. I'm going to try and make it to get my nitro fix, as well as get my sinuses and tear ducts cleared up.

—Rip

IT WON'T TURN OVER!
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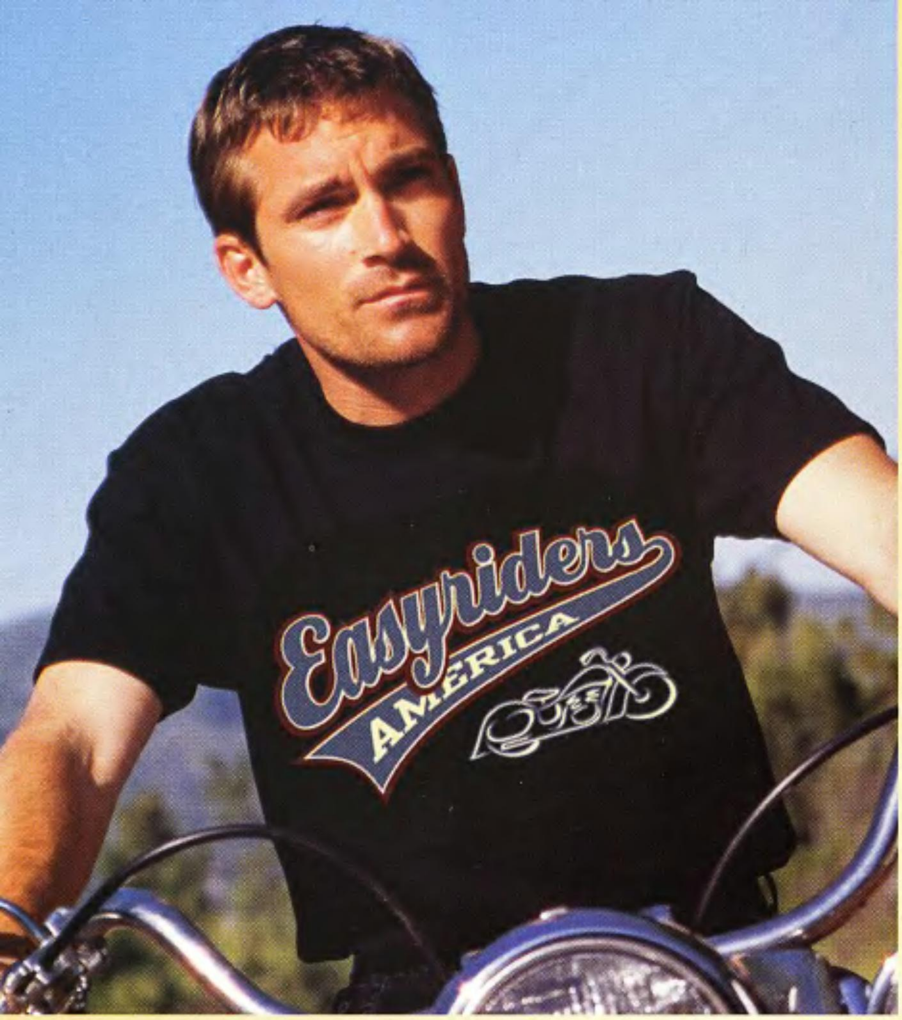

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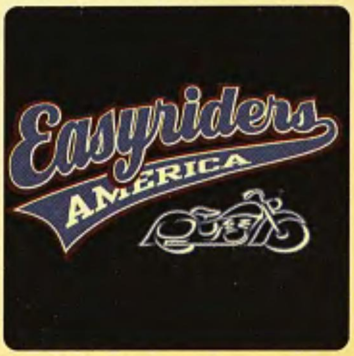

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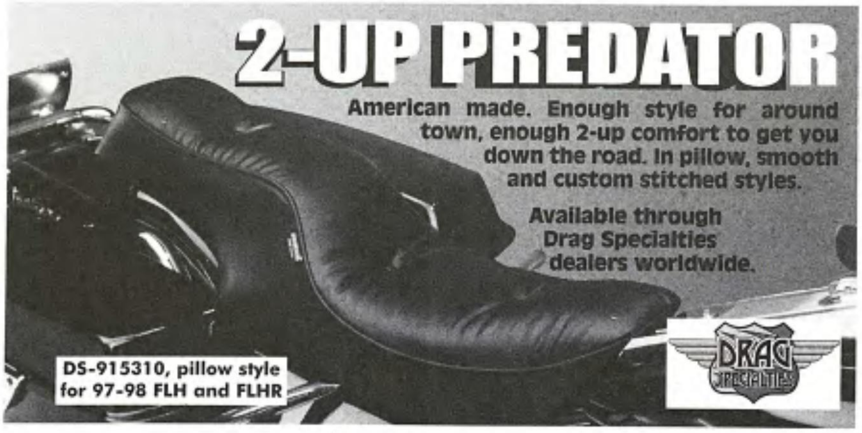
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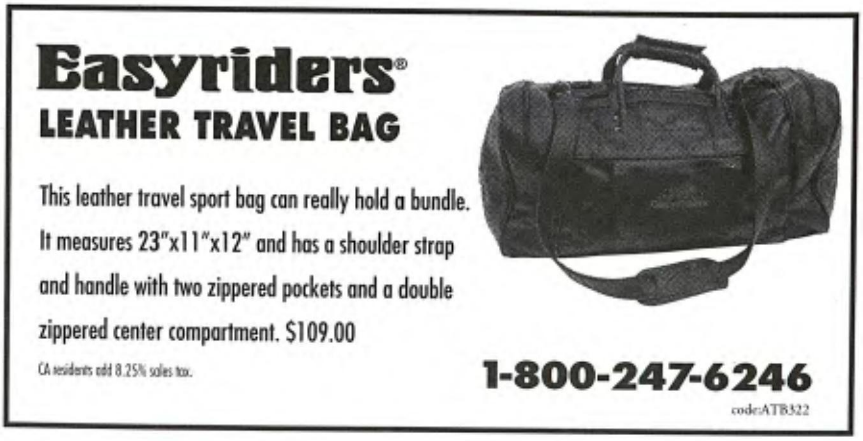
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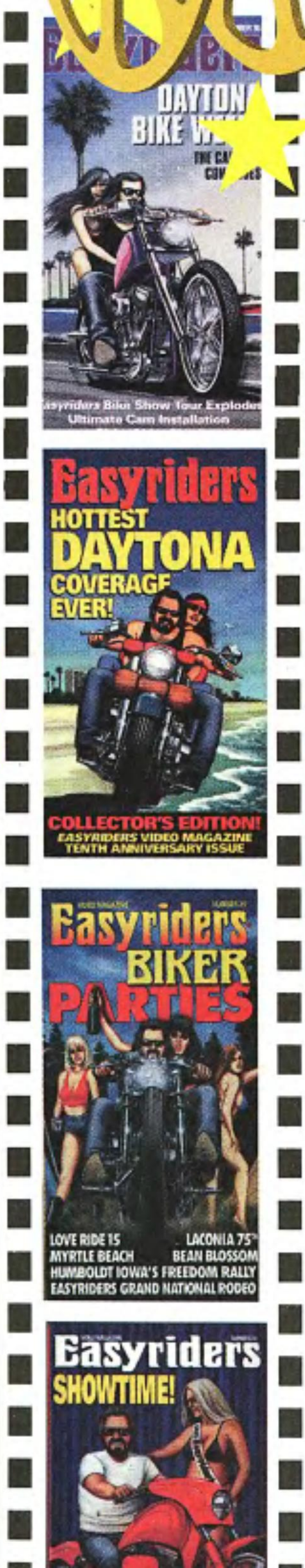

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- ☐ Video 8: Easyriders Grand National Rodeo '90, Party in Austria, Jackson Browne, Little Caesar, Bobbie Lee Wills.
- ☐ Video 9: Daytona '91 - 50th Anniversary, Easyriders Bike Show 3, 1931 Vintage Race - Harley Indian Shootout, Vicious Cycles.
- ☐ Video 10: The Best Parties! Sturgis '91, Laconia '91, Red River Run. Doobie Brothers and Clean Dean.
- ☐ Video 11: Easyriders Rodeo '91 - Chillicothe, Oh, Baltimore Toy Run, NYC Run for our POW/MIA's, The Mating Game.
- ☐ Video 12: Am-Jam Tattoo Expo, Easyriders Rodeo Highlights, Ed Kretz. The Grateful Dead and Jimmy Wood and the Immortals.
- ☐ Video 13: Daytona '92, Laughlin River Run '92, Easyriders Bike Show '92, Bill Elkins, Andrew Dice Clay, Vintage Film Clips.
- ☐ Video 14: Redwood Run '92, Iowa Freedom Rally '92, Easyriders Rodeo '92 - Middletown, Antique Bike Races. Jimi Hendrix.
- ☐ Video 15: '92 Sturgis Special, Prison Bike Show, Easyriders Grand National Rodeo '92, Hooter Olympics. Burnt River & Jim Brady.
- ☐ Video 16: Sea of Blue Tattoo Show, Easyriders Invitational '93 Bike Show, Biker Fantasy. Music by Hell Hounds.
- ☐ Video 17: Daytona Bike Week '93, United Bikers of Maine Party '93, Drag Racing Action, Desert Fantasy, Flame Painting Tech Tip.
- ☐ Video 18: Harley-Davidson 90th Anniversary, Wisconsin Freedom Rally, Philly Toy Run, Senator Ben Nighthorse Campbell.
- ☐ Video 19: Easyriders Chillicothe Rodeo '93, Road to Sturgis, Tim Bauer Comedy, Lorenzo Lamas "Renegade".
- ☐ Video 20: Easyriders '93 Rodeo Grand Nationals, Mardi Gras w/Rip, Corbin's Fantasy Bike Wash, C.C.I. Pro Street Kit Tech.
- ☐ Video 21: Daytona '94, Easyriders Invitational Bike Show '94 - Columbus, Run to the Wall, Accell Fuel Injection Tech.
- ☐ Video 22: Laughlin River Run '94, Fashion Show, Mikuni Tech Tip, David Barr's World Tour. Music by Sleep Walkers.
- ☐ Video 23: Sturgis '94, Easyriders Fox of the Year, C.C.I. project bike, Spring Cleaning w/Clean Dean, Carl Morrow Warbird Project.
- ☐ Video 24: Florida Key Runs, Easyriders Rodeo Grand Nationals '95, Henderson Revival, Chrome Plating Feature, Micah McCloskey.
- ☐ Video 25: Daytona '95, Easyriders 7th Invitational Bike and Tattoo Show, Dave Mann Bike Wash, Crane Cams Ignition Tech.
- ☐ Video 26: Best Biker Parties, Laconia '95, Tijuana Toy Run. Brake Bleeding Tech, Illusion Motorcycle.
- ☐ Video 27: Black Hills Classic '95, Four Corners '95, Harley's VR-100, Aero Charger.
- ☐ Video 28: '95 Coast-to-Coast Easyriders Rodeo Roundup, Women of Drag Racing, Easyriders 25th Anniversary issue.
- ☐ Video 29: Daytona '96, Easyriders Bike & Tattoo Show, Inside the Harley Motor Factory.
- ☐ Video 30: Laughlin River Run '96, Texas Rattlesnake Roundup, Myrtle Beach '96, Bridgeport '96. Doobie Brothers.
- ☐ Video 31: Sturgis '96, Love Ride 9, Del Mar, Jims Machine, Scotty Parker. Music by Carlos Guitarlos.
- ☐ Video 32: Daytona '97, Easyriders Rodeo Wrap-up '95, Wild Weasels, S & S Cycle.
- ☐ Video 33: Exotic Dancer Run. Easyriders Grand Nationals Rodeo '96. Easyriders Bike Show '97 Bash in Anaheim. Rolling Thunder/Run for the Wall.David Mann Wedding. Carlos Giutarlos.
- ☐ Video 34: Hollister 50th. Redwood Run '97. Chicago Toy Run '96. Easyriders Columbus Bike Show. Biker Jokes. Fryed Brothers.
- ☐ Video 35: Easyriders Rodeo Grand Nationals Rodeo - Chillicothe. Artistry In Ink Show - Anaheim. Oyster Run '97. Wetzel Blowout '97. Run For The Wild. Music by the Wolverines. Photographer Michael Lichter.
- ☐ Video 36: Daytona '98. Easyriders '97-'98 Bike Show Tour. Columbus Bike Show '98. Jims Valve Train Tech. Music by Steve Werner "The Zoo".
- ☐ Video 37: Harley's 95th anniversary celebration. Laughlin Run '98. Gulf Port Blowout '98. Primo Belt Drive Tech. Harley-Davidson VR-1000 Race Team.
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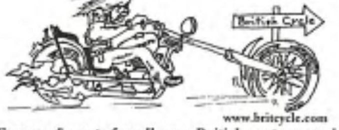

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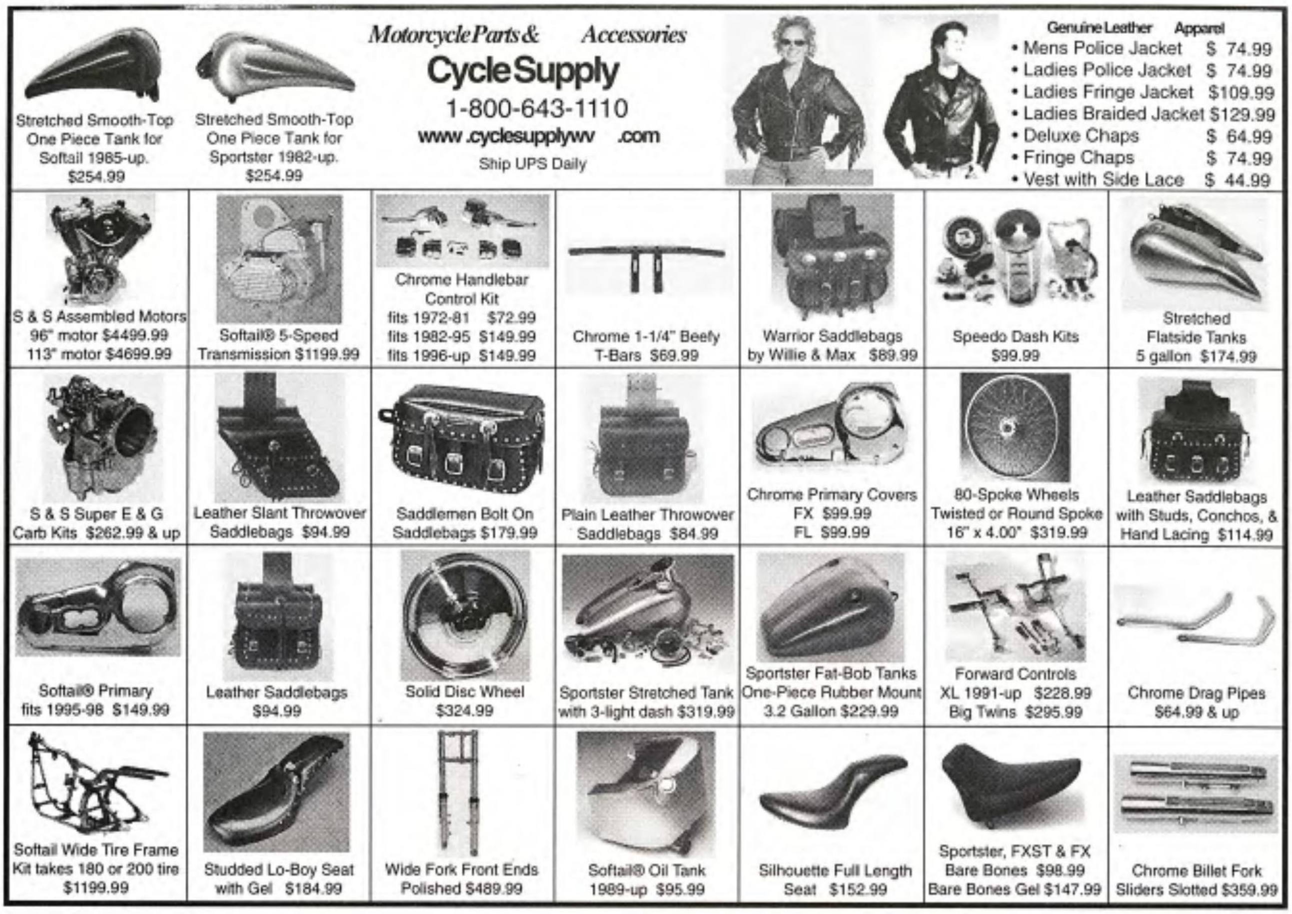

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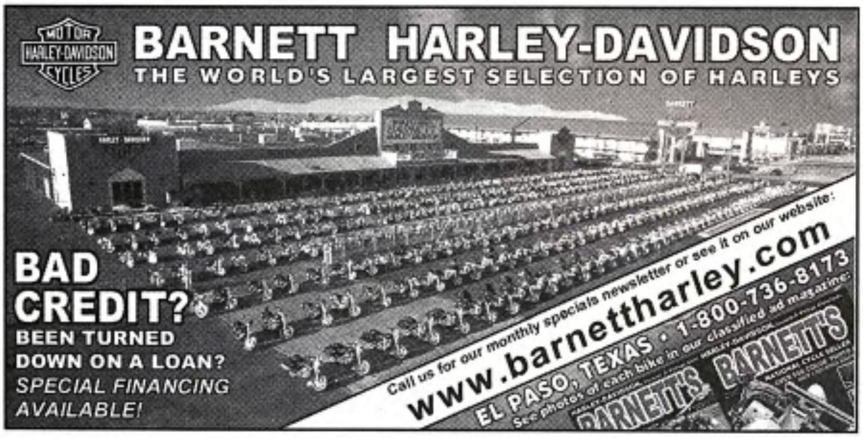

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Rip's Tips

Toolin' Around

If you're thinkin' of doin' some touring on your scoot, ya better bring along some tools. Our resident leather ass gives ya the scoop on what he takes on the road ...

I thought that I'd open my tool kit and show ya what I tote for those situation that you can't plan for. I don't carry enough stuff to do full engine repair roadside. Mostly I carry stuff to tighten things up and try to make it to where I have some room and enough light to do minor repairs, because more than likely when you break down it's going to be in the middle of the night somewhere that no one has ever heard of. Like just for instance taking the carb off to check to see if there's some junk in the main or intermediate jet.

In the rear of the right saddlebag I carry an H-D Deluxe Tire repair kit. I hate using it but it did get a rear tire plugged one time for me. Many dealers will tell you that a tire can't be patched, and that they need to be replaced. Plugs are not the way to go; they are a temporary fix and not really safe. The plugs I like to use require that the tire come off the rim and the hole be reamed with a file. Then the plug looks like a mushroom. The inside of the mushroom part where the stem comes out goes against the inside of the tire. The ones I've seen and used have a Hap Jones label. They get gooped up good with lots of glue then pulled through the tire, like I said from inside to outside. The tit then can be trimmed off to be even with the outside surface of the tire.

Part of the H-D tire repair kit includes a hose gadget that pumps air into the tire. It takes the place of a spark plug. Stay off the throttle and take the other spark plug out so the engine spins over faster and smoother. Damn I hate messin' with tires, but sometimes you don't have a choice. If ya have the time and belong to the Bros Club or the Motor service provide by the AMA you can call a tow service and have them come get the putt so a shop that has all the proper equipment can take care of it for you. Whatever you do, don't let them use a patch that goes on a cage tire, because it will only work for a short period of time and then you will be stuck again.

The next most important piece of equipment or parts are spare spark plugs and a handy tool to extract and install new fresh ones. Never try cleaning them. If they have been fouled, toss them. Why? Because ya may not see it, but there may be some silica sand trapped inside. And where do you think that shit is gonna go when you fire up your ride? Incidentally, the plugs with the split ends ain't worth shit. I had one tip break off and it got slammed against a valve and seat. They may or may not be good for drag racing, but for everyday riding I personally would not recommend them.

Photo: Rip

The primary problem with hauling around spare spark plugs is keeping the treads from getting chipped or gouged, thereby making them hard to install. Besides the fact that the treads on the head are gonna catch hell, never, I say *never*, force a spark plug into the spark plug hole. There is usually a simple reason that it just won't spin on easily. A small chunk of rubber hose over the end on the treads will protect them as well as leaving them in the original package.

A million years ago a pal who rode with a loose group of riders calling themselves Hog Farmers made a spark plug holder and protector for me out of a chunk of aluminum billet. I wrote a tech tip and showed a picture of it. It worked bitchin', but it only fit 14mm tread size plugs, the ones used generally on most Big Twin Harleys at that time, which took a 13/16 inch deep set socket or box end wrench. So it's not gonna work on a Sporty which uses a 5/8 wrench plug and 10mm tread size. The new Twin Cam 88s and XL Sportys use a 5/8s wrench size and are 12mm in tread diameter.

Anyway, all that aside, I'm testing Beru spark plugs made in France with Nology Hotwires and a Crane Hi-4 ignition system. The spark plugs take something close to an 11/16 socket. I say close because when I put the socket on the plug they aren't as tight as I would like them to be. To protect the treads I put the plugs inside the sockets and tape the ends shut with black electrical tape so they stay inside the socket till I'm ready to use them. I also carry a spark gap tool on my key ring.

This column about the tools you should carry is gonna be coming to you in several installments. Next month I'll write about some of the other tools that I carry and if I run out of room I will continue the following month. That's what ya wanna see anyway, ain't it? If you want to express yourself pro or con I can be reached at Rip@easyriders.com. Rip's Run, my monthly column, comes to ya in *Biker* magazine. Buy one and keep me in gasoline.

—Rip

TechTips

Built Like A Tank

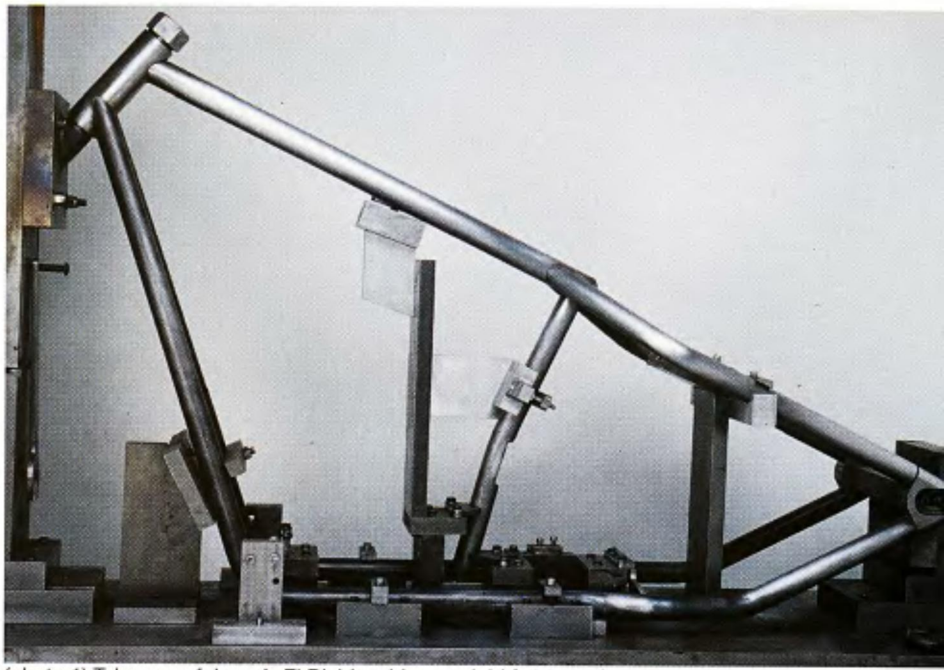
Metal Mastery And Chopper Styling À La Jesse James

In preparation for their yearly Camel Roadhouse promotions at events nationwide, the Camel crew get together and select from America's top bike builders to create one-of-a-kind custom motorcycles for their display. Every year, new machinery can be seen when you visit a Camel Roadhouse during cheery family get-togethers such as the Sturgis, Daytona, or Laconia Bike Weeks, and it's up to the promoters to make sure that their show is stocked with the best hardware around.

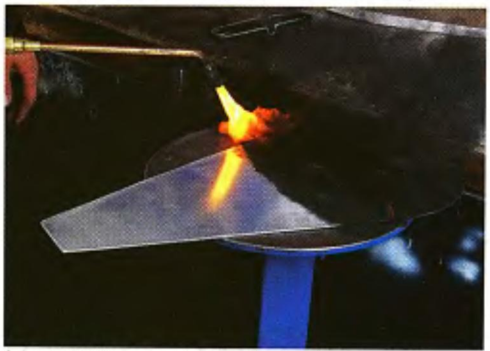
Jesse James, owner of West Coast Choppers, is no stranger to building kick-ass sleds, and he's had quite a few of his motorized masterpieces grace our pages. For the year 2000 Camel Roadhouse series, Jesse was picked to do his voodoo as one of the selected motorcycle builders to create something wild. Jesse has a knack for building wild choppers, and he immediately set to work on the wicked, wild and wide Camel Roadhouse scoot that will debut right here in *Easyriders.*

With creative freedom on his side, the project quickly took shape in the form of a stripped-down rigid with the widest rear rubber that could be found this side of a Ferrari dealership. Jesse's popular El Diablo Softail frame had a spinoff in the form of a wide rigid that could handle the massive meat of an Avon 230-15. With one of the first El Diablo rigid frames to come off of the jig meeting Jesse's approval (photo 1), the sleek but stout platorm was ready to go. Since the plans called for staying true to chopper styling, the first order of biz was to construct the fuel tank with a style that would carry the bare-bones lines of the bike through to the finish.

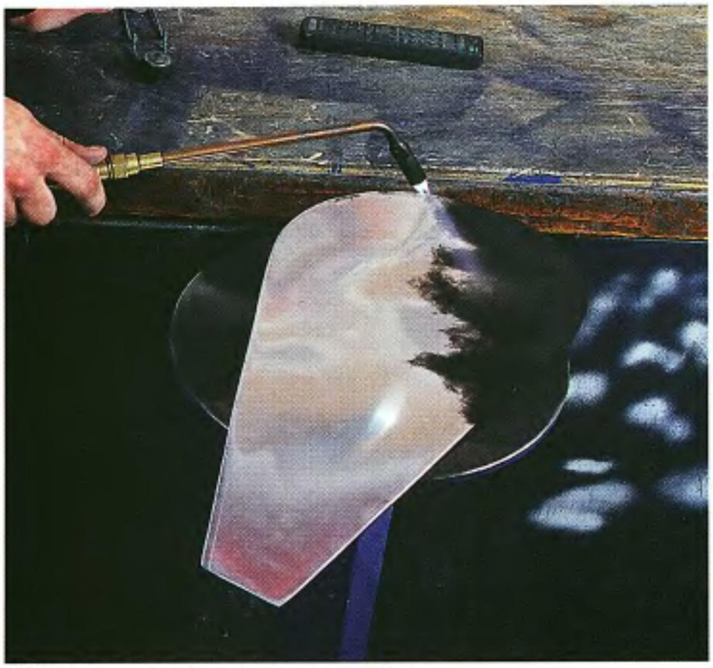
Starting with a design in mind, a template made from liquor store posterboard, and a few new sheets of aluminum, Jesse got down to it. The only real measurement that was critical was the length of the frame's backbone since Jesse wanted the tank to flow with the lines of the frame, not just look like it was put there as an afterthought. For the sides and top panel of the tank, 3003 aluminum sheet was used, because of its workability. Even so, annealing the metal (photo 3) with a torch softens it up and makes it even more pliable without making it brittle. The next


(photo 1) Take one of Jesse's El Diablo wide-ass rigid frames ...

(photo 2) This motor's gonna cook! Warning: Don't call Jesse, "Big Red Skull Head."


(photo 3) You want fries with that?

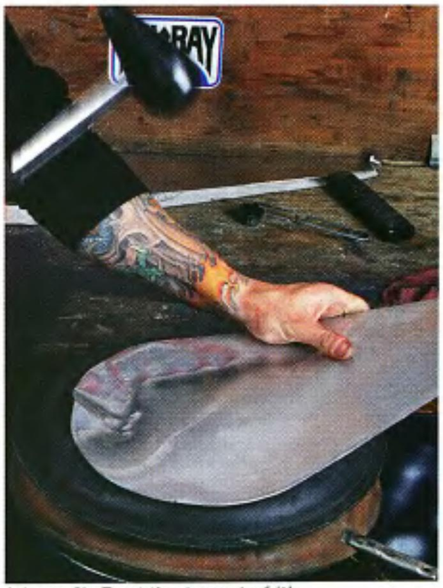
(photo 4) Hey, man, I ordered medium rare!



(photo 5) 3003 aluminum is easy to work with...

(photo 6) ...but even easier after gettin' torched.

(photo 7) Shape a little, check for fit, show off nice tats.



(photo 8) Beat the tar out of it!

(photo 9) Shapin' metal ain't easy ...

(photo 10) ... and takes a master's touch.

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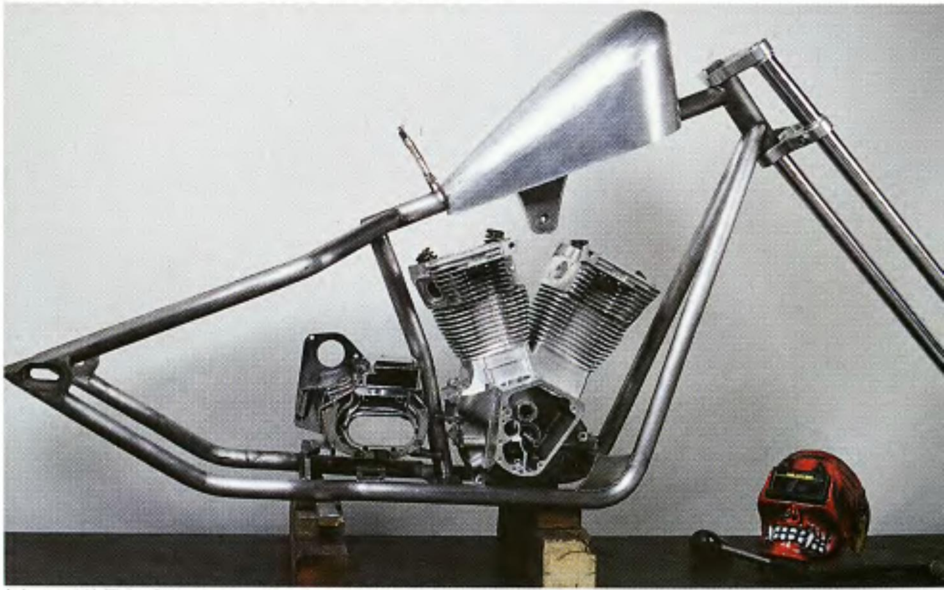
(photo 11) Workin' out on the English Wheel.

(photo 12) Could be a tank, could be a monkey coffin.


(photo 13) This Camel scoot is gonna be badass!

Photos: Markus Cuff

(photo 14) The pieces come together.

two steps for shaping the side and top panels are pretty easy, as long as you're a talented craftsman in the area of metal-working. Though forming the metal with a soft body hammer and a sandbag (photo 8) looks pretty basic, it does require a bunch of finesse. When it comes to adding curves and contours with an English wheel (photo 10), Jesse is a master.

With the three main panels formed (photo 14) you can begin to see the tank take shape. Eventually, it comes time to weld it all together, and a quick visual check (photo 12) is simply a matter of saving grief down the line. The base and the tunnel section of the tank will be made of thicker 6061 aluminum sheet and will have all of the mounts hidden in the bottom for a true, clean chopper-esque look.

Aside from where the hell I got the word "chopper-esque," our next installment on this bike will showcase the powertrain which will consist of a Merch 131-cube monster big bore engine coupled to a Baker 6-speed transmission with all the cool bells and whistles, but in just the right amounts. When all is said and done, the bike will be a bare-bones brawler that will look like nothing more than an engine, tranny, and wheels. That's the West Coast Choppers way, man, and if you don't like it, get outta the way! But now that you've gotten a peek at just how all this neat stuff happens, you'll know exactly what you're looking at when you go strolling through that Camel Roadhouse at your favorite event. Stay tuned!

—Erik Falconer

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Wrenchin' 101
A Beginner's Guide To The Wonderful World Of Wrenchin'

There comes a time in every aspiring scooter tramp's existence where the need to learn some basic wrenchin' skills becomes a necessity. Of course, the many paths available to any new mechanic are as varied as the people you can ask such advice from. This does not mean that any one seasoned wrench has all of the right or wrong answers, but in damn near every other aspect of life, it's often a good idea to get a number of opinions. Well, all right, we'll exclude the area of religion for the sake of avoiding a big mess here, but let's have a look at the Zen of motorcycle maintenance, shall we?

In most cases, the beginner will be in one of two situations. The first would be that bright, sun-shiny day when you take ownership of your first motorcycle (factory new, or at least new to you ...) and realize, "Hey, this doesn't look so tough. I should at least be able to maintain this pig myself." And bravo! This route will certainly shave dollars off of those costly trips to the dealer for minimal things such as oil changes, carb adjustments and basic service. (What's that? Yes, you have to change the damn oil.) The second situation that plays a key role in forming one's basic mechanical skills lies on the darker side of the force. This usually comes in the form of finding yourself knee-deep in a basket-case that was "all there" when it was purchased at the divorce sale or swap meet, but now looks entirely questionable. Sound familiar? Let's move on.

For the hell of it, we'll start with the first case and begin with basic maintenance and the Zen-like quality that only covering both yourself and the garage floor in reeking black motor oil can bring. There will be times when it seems as though the folks who designed your particular bike (after all, your friends never have these problems) were complete masochists who were hell-bent on making us earn our spokes one at a time. You don't know who these designers are (or were) but it's important to remember them as you round out the hex in your primary's drain plug with a used Allen wrench, because they will play a key role in forming your tougher-than-nails wrenchin' persona. Besides, if you didn't curse them at least once, they just wouldn't be happy. Go ahead ... they planned it this way.

Rule #1: Curse the manufacturer(s) for at least one problem you encounter while working on your bike. You're going to do it anyway, and regardless of your experience level, this trait never seems to go away.

OK, back to it. A new bike will have several areas to maintain, and all of them involve fluids, gaskets, seals, replaceable parts, and, in some cases, an endless supply of determination from you. This isn't because the mechanics of the bike are that esoteric, it just depends on your tolerance for throwing tools every time there's a problem. Eventually, if you have a bad enough temper, you'll want to consider just moving the bike over to the other side of the garage where all of the tools are either stuck in the wall or lying on the floor. In this case, a bike lift with wheels is quite handy.

Rule #2: Get a proper bike lift.

Anyhow, for routine maintenance, basic stocking items should include engine oil, primary oil, tranny oil, brake fluid, fork oil (unless you ride a Springer) and at least one clean rag to wipe the greasy fingerprints off of the chrome when you're done. You'll notice that a basic set of hand tools will waltz you through most every step of general maintenance, but as you progress in experience and/or curiosity, you'll soon be finding yourself in need of more specialized tools. Some of my friends prefer to make their own sprocket nut sockets and strange ground-off wrenches for those hard-to-reach places, but more often than not, you'll find these tools from a specialty manufacturer like JIMS Machine, or by taking that dangerously tempting look aboard your local Snap-On, MAC, or Matco tool truck.

Sure, I know it's tempting to save $50 by stick-welding two severed box wrenches together in some contorted fashion, but when they still don't fit and you're up all hours grinding and cursing, or when the damn thing breaks and you end up with a horrid gouge in your paint from the flying shrapnel, it may become apparent that saving some from the beer fund and investing in the right tool is the best way to go...and cheaper in the long run.

Rule #3: Spend the money on the right tools. Otherwise, you'll come to embody the phrase, "There's never enough time to do it right, but there's always time to do it over."

Now for those of you who purchased a used bike as your first new ride, you have an additional set of hurdles to overcome, and that would be the seemingly countless number of previous owners and mechanics who have worked on, maintained, and modified it into a state of complete oblivion. Sure, the guy who was so eager to sell you the scoot because of the threat of his potentially ugly divorce proceeding was all too happy to rattle of an endless list of custom widgets and doodads that he (or was it the previous owners?) added to the bike. Scads of chrome parts that were never intended to be bolted together eventually made it onto the bike, which aside from looking flashy and cool, actually made it a complete nightmare to ever find the right bearings, seals, and gaskets for. Why? Because your customized '76 FX has only an engine and tranny case that bear any resemblance to the original bike, and you're left with the dubious honor of becoming Super Sleuth simply in order to find the right spark plugs.

This is why I cannot overstress the value of genuine shop manuals and factory parts catalogs. You'll find this to be true the next time the dude behind the parts counter at the local dealership holds up a chrome derby cover when you asked him for a cam cover gasket. Trust me. Go the extra mile and get some manuals and parts catalogs for similar models and years to your own bike as well. This comes in handy when you are suddenly faced with the fact that somewhere in time H-D changed the length of its starter jackshaft and now you're faced with the fun task of renovating the starter mechanism on your bike. "What other jackshaft? They've been using those since ought-shit." I know you've already heard that line, so ...

Rule #4: Get yourself plenty of manuals, tech books, and even spare back issues of *Easyriders* to help guide you. All of our bikes run ... honest!

The last area I'll touch on before we sign off here is one that only time will instill upon you as your wrenchin' career takes shape. This, of course, is feel. What do I mean by feel? Well, simply put, it's that primordial instinct that we are all born with but fail to recognize in the early stages of our mechanical development. And you have probably come across this already. It's the strange sensation that quickly dissolves your warm smile of satisfaction as you're nearing the end of a job, replacing it with an immediate look of fear and horror as you tighten that bolt just a little too much, or put one last turn on a fitting, and snap! Your stomach sinks, you utter the time-honored invocation "Oh, SHIT!" and realize that the job just got a whole lot longer. The threads that just stripped now have to be fixed, the fitting that just snapped off flush with the engine case now has to be painstakingly removed, and if you're near the weekend, your plans for riding have just been scrapped for another week. Therefore, the final two rules apply here:

Rule #5: Invest in a torque wrench and check with the specs in your manual before cranking on that 1/4-inch bolt like some crazed gorilla.

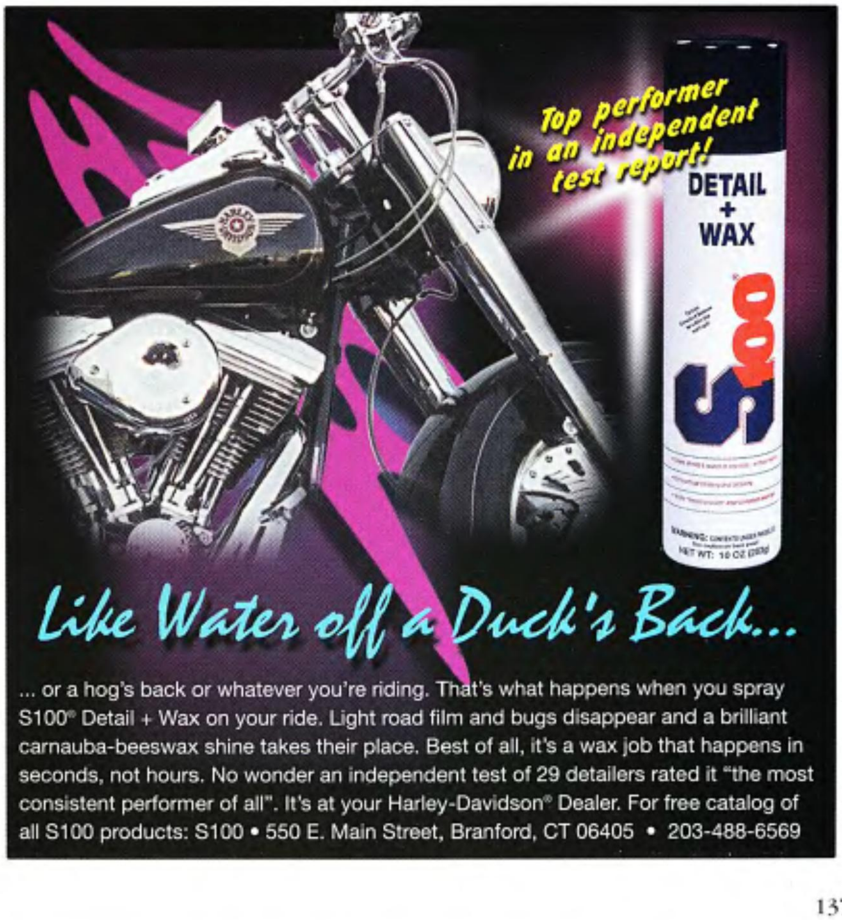
Really ... there's a reason that proper torque settings have been determined; they aren't simply flashy numbers to impress your friends with.

And,

Rule #6: The old adage "quarter turn past squeak" does not apply. We seem to have a sixth sense that screams loudly at us not to overtighten that bolt when we do it anyway, and if it seems as though you're tightening it down too much, you probably are.

That's it for now. After all, every great skill you can learn has to begin with a foundation of the basics, and I wanted to make sure you got off to a good start here. Remember, it's cheaper to ask questions than cause yourself more grief, and even the most knowledgeable mechanics had to start somewhere. In coming issues, we'll cover more in-depth topics such as the real use for baling wire (actually, there are over 100) and the reason that just because something was free, doesn't mean it will fit on your bike. Until then, ride easy, and I'll see you on the road ... right after I exchange this derby cover for a cam cover gasket.

—*Erik Falconer*



TechTips

Drop-In Wiring Systems
Southwest Manufacturing's Custom Wiring Harnesses

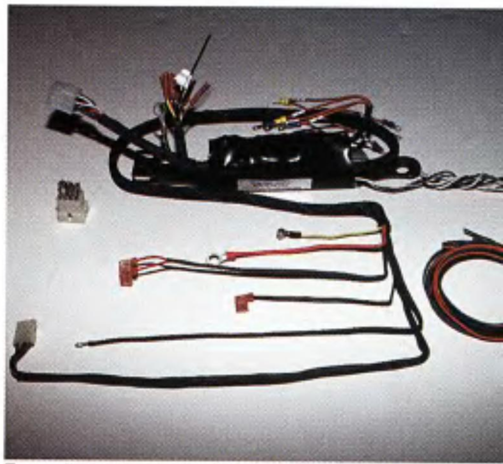
Al Meadows, proprietor of Southwest Cycles in Temecula, California, has developed a totally contained drop-in wiring harness that is marketed through his subsidiary company of Southwest Manufacturing for under $500.

Al's been building high-performance rideable custom motorcycles since 1972, so he is not new to the sport. Over the years Al has hand built dozens of custom bikes and has perfected a wiring system like no other available on the market today. Meadows couldn't find anyone who had wiring harnesses that met his high standard of quality, so he was forced to develop his own. Many of the wiring harnesses offered today are made with appliance wire and cheap relays. Al insists on using only the best, utilizing high-grade 12-volt wiring, American-made breakers and flasher, and Bosch relays with barrel key ignition switches, which are all safety wired with fusible links.

SW Manufacturing provides complete kits with the ends already installed for brake light switches, starter solenoid, neutral safety switch, rear tail plug, horn, coil, and a wired head (or main) plug for the lighting and system electrics at handlebars. These wiring systems are self-contained in a sidemount chromed steel box designed for single tank custom motorcycles. SW Manufacturing also has a center mount kit for split tank models. Each system contains detailed diagrams and color-coded instructions that anyone can follow for installation at home.

There are basically three different styles of side-mount harnesses offered. One is wired for stock type controls that have all of the standard handlebar switches. Another harness is available for four-button handlebar switches and has a high/low beam rocker switch mounted on the box. The last style of harness is designed for the rider who chooses to keep his handlebars clean, with no controls, and includes a momentary starter button and high/low beam rocker switch on the mounting box. We followed along with Al while he installed one of his wiring systems.

Here is one of the sidemount boxes after it was unwrapped. This particular box has a momentary starter button and high/low beam rocker switch mounted on the top. The barrel key switch is located on the side.



For split-tank models this is the wiring system that mounts to the frame backbone under the dash.

Installation is very simple: You just mount the box and hook up the wires. It doesn't get any easier than this! Suggested retail for the split tank kit is $340 and the sidemount box system sells for $465.

SW Manufacturing has sidemount boxes for all custom frames. For specific ordering information call for the details. Dealer inquiries are invited.

—One Eye

Sources

SOUTHWEST MANUFACTURING
(909) 695-1553
(909) 695-1516 fax

This is what the side-mount box looks like installed on the seat post—very clean and professional looking.

Al is pointing to the internal electrics of the box, where the breakers and relays are located.

For a clean-looking installation, Al likes to use a color co-ordinated shrink sleeve to cover all of the exposed wires.

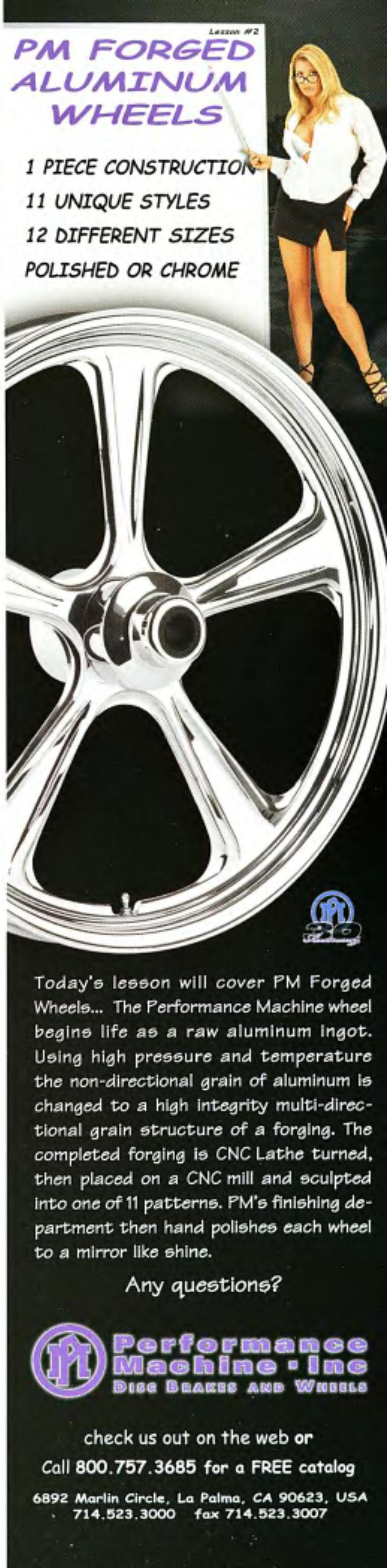
A personal trick of Al's is to lube the inside of the shrink sleeve with contact cleaner prior to pulling the wires through. This helps the wires slide through easier.

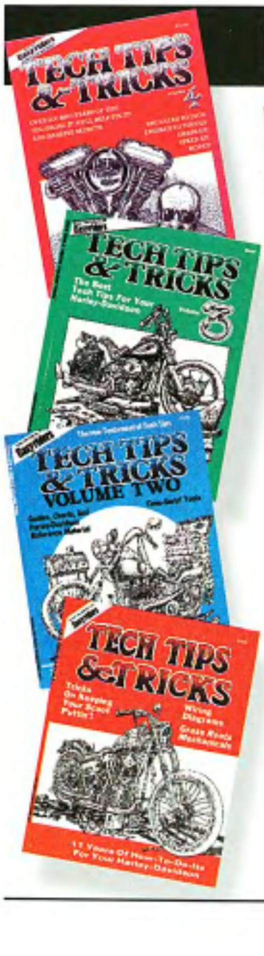
To insure a good connection, be sure to grind and remove any paint from the part of your frame where the ground cable from your battery is going to mount

Al carefully routed the wires either inside the frame or on the inside rails of the frame. This not only looks better, it also keeps the wires out of harm's way.

Photos: John Morgan

When wiring to any moving parts, such as the swingarm, be sure to design in enough slack so the wires won't bind or pull loose with suspension travel.





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ReadersRides

Photos: owner

Jerry Leyba
La Puente, California
1954 Panhead

You can truly call this venerable Panhead a Leyba of love.

"Sheesh," you say with a sense of doom, "here comes that corny shit again!"

And right you are, because corn is (along with the potato) one of the truly indigenous foods of this here American sphere. As such, corn has a long tradition among Americans of all persuasions and should be regarded with pride and dignity as being an indispensable staple, nourishing and satisfying not only American mouths, but their minds as well. But I regress.

Jerry built this beautiful sled together with his dad, who is known to his compadres simply as Crazy Jerry (I did not ask why). Much of this Panhead is stock, such as the motor, oil tank, frame, and forks, although the cam is what son Corny Jerry calls "bumpy. The head light is "bright," the rebuilder "American made," the building time was "4 p.m.," while the special paint on this Pan is "just paint."

But aside from these vegetal features, Jerry's Pan also boasts some exquisitely handmade parts such as the taillight, the seat, and the pipes, all of which were created by the obviously talented Crazy Jerry, who also molded the frame. Father and son then got together and took care of the entire assembly as a team, doubtlessly sharing lots of crazy corn amongst themselves as they "leyba'd" along.

Of particular interest to the reader might also be the "What For?" primary cover and the "Shark Head" mufflers, as well as perhaps the "Police Special" speedo. They certainly are all nice touches and add an air of rugged individuality to this already very unique looking machine.

So, as a final, painful thought, you could say that any day Jerry rides this Pan around town, is like Leyba Day.

—Tripper

ReadersRides

P.A.
Pittsburg, California
1972 Sportster 1000

Photos: Pete Chiodo

Consider this an archaeological find of the same magnitude as the discovery of ol' Lucy's bones (she of the "missing link" fame). This is a small window to early biker man: a '72 Sportster originally intended to go into one of the very first issues of *Easyriders*, that famous, ancient papyrus scroll linked to homo bikerensis. Somehow, these relics seem to have gotten lost and were only recently recovered, through dedicated and tireless digging by our in-house researchers.

As with Lucy, not much is known about the man who once rode astride this valiant iron steed into the dangers of pre-unleaded traffic: his name is simply given as P.A., and he seems to have dwelt in an area known as Pittsburg, California. Apparently, he had lost one leg; hence, shifter and brake are both on the left side (presumably, he had lost his right leg).

Further research has revealed that he seems to have survived by building trikes for handicapped members of his tribe, and scant, barely legible documents indicate that he was a "fast lane rider," ostensibly a reference to the once open and barely traveled roads criss-crossing his hunting grounds. Even more amazing to you, however, should be the fact that the ancient pictorials accompanying these fossilized remains bear the unmistakable thumbprint of someone known as "Pete," which leads our scientists to believe that this is none other than Pete Chiodo, a well-known documenter of ancient biker life.

Observe the building techniques of early biker man in this venerable scoot, fabricated entirely by East County Discount Cycle (ECDC) and outfitted with a modified Lake carb, an Airhart oil cooler, an FXE tank, Bates head and taillights, and an Octagon oil tank, this braze-welded (no Bondo) paragon of ancient craftsmanship also features ported and polished heads, Manley valves, and a deraked, 1965 hardtail frame!

The wealth of information accompanying this rich find simply boggles the mind. It will surely take many more years before everything can be sorted out and more comprehensively documented.

—*Tripper*

Paul Shannon
Ft. Lauderdale, Florida
1999 Night Train

So you've been into bikes and have no place to take your machine for TLC and repairs. What to do? Well, you open up your own shop, of course. At least that's what Paul Shannon, the owner of this sled here, and his buddies Alan and Paul did.

"While sitting and talking one day, we realized that there is no such thing as a professional paint and body shop for motorcycles, at least not in our neck of the woods," Paul says. Not only did the three amigos open up their own shop, Dynasty Cycles in Fort Lauderdale, Florida, but they had another original idea: They built what would turn into the new shop's flagship bike, the very one you're staring at, and called it the Night Train.

But surprise, surprise, surprise! This ain't no trailered show bike, no siree! "The Night Train is what I ride every day," Paul assures us. And not only that, but "I think it looks great, and if you don't agree, you'll probably hurt my feelings."

Now, don't get your panties in a wad, Paul, it is a lovely bike. And for a good reason, too. "We stretched the tanks and had a 'Night Train' brushed on each side," Paul swears. "The air cleaner cover was custom painted, the swingarm was removed and molded so that absolutely no rivets or weld marks are there, and we also painted the rocker boxes and the lower forks. Even the rear fender struts were removed and painted. And we installed a custom oil tank to smooth out the look."

But wait, there's more: "The stock front fender was replaced with one we customized and painted, and we replaced the rear taillight assembly."

Hot damn! I don't know what to say anymore. But that's OK 'cause Paul is going to say it for me: "We believed that less is more when it comes to this bike. I ride it daily and wouldn't trade it for the world. It looks mean, sounds good, and goes fast."

Amen.

—Tripper

Photos: owner

ReadersRides

Photos: owner

Laura Steckler
Wantaugh, New York
1990 Sportster Hugger

Once Laura Steckler had made her decision to "get off the back of my boyfriend's bike and learn to ride on my own," it was simply a matter of time before she got herself a 1990 Sportster Hugger and on her boyfriend's back about fixing it up for her.

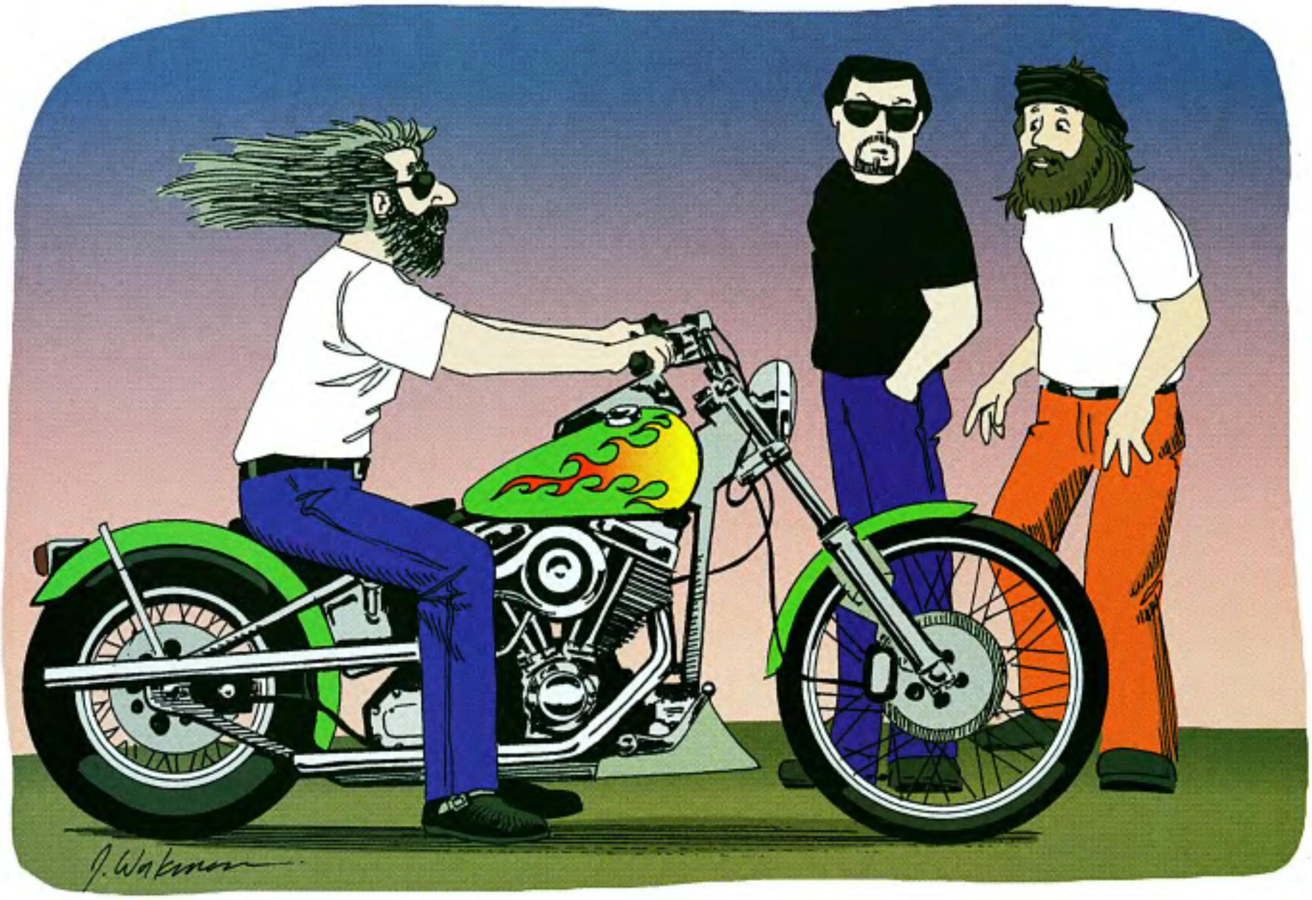
When Richie, the lucky stiff in question here, saw that she could ride her new Sporty without being a major roadblock every two miles, "we began the task of creating the bike of my dreams," Laura says. "Being a motorcycle customizer, Richie figured he could get away with just doing a custom paint job, but he didn't realize that I had a hidden agenda that would take up more of his time and talents."

The hymeneally experienced reader knows that this, loosely translated, means something like "I pestered and nagged the poor slob until he was either gonna do it or hang himself." After she convinced Rich to strip the bike down to the frame so he could paint it, Laura then made him check the engine to see what was worn on the then seven-year-old motor.

Now, either Laura is fantastic in the sack or she squeezed his gonads until he begged for mercy. "He modified the Harley-Davidson heads and barrels, installed Keith Black Performance pistons, Sifton Stingray cams, and an S&S carburetor." Then it was the tranny's turn with a Barnett clutch, a Zipper double bearing door, and a billet cam follower. And since the engine was out of the frame, "he decided to not only paint the basics like the tank, fenders, frame, and swingarm, but also the lower fork legs, handlebar controls, as well as the speedo and tachometer face plates."

Actually, the list goes on and on, but let's just say, if Richie is still alive after all the work he's done on Laura's scoot, he oughta be banned for life from ever touching a Harley again, for giving bikers with ol' ladies a bad rap.

—Tripper

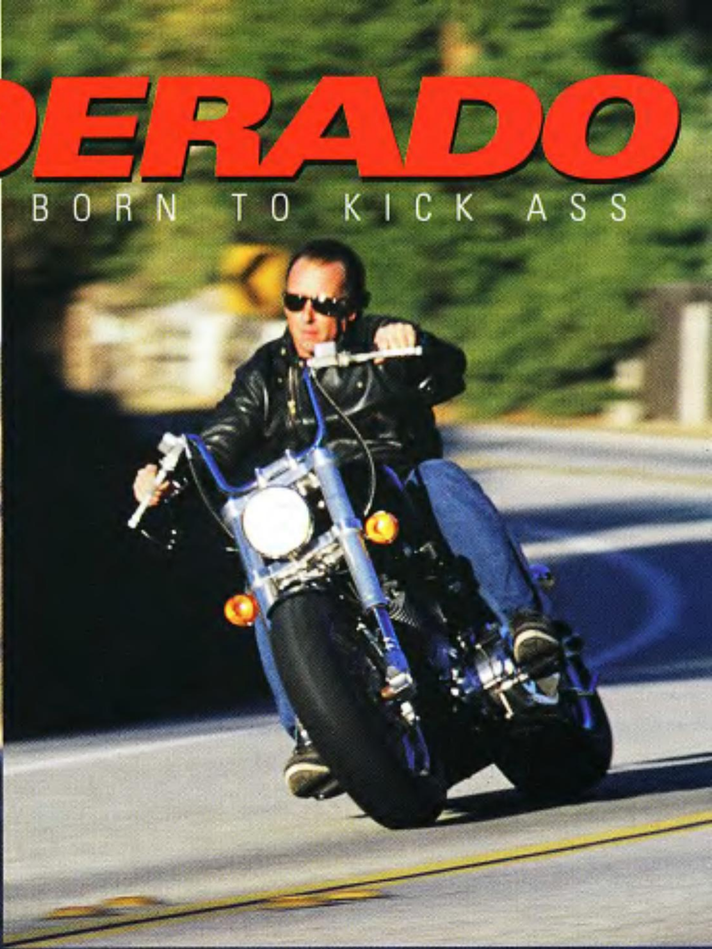


"The haircut makes it look faster than it actually is."

CSA's 2000 JPB

CONFEDERADO

BORN TO KICK ASS



This month's road test brings you CSA's 2000 JPB Confederado—and, as you can see, it's a very different kind of motorcycle. Handmade in Abita Springs, Louisiana, by Confederate Motorcycles, this bike is the prototype of a new series of affordable cruisers that present a unique blend of uncompromising engineering, industrial-strength components, and loads of biker attitude.

Confederate Motorcycles has been designing and manufacturing distinctive, high-end custom/performance bikes for several years. Their successful Hellcat Roadster and America GT bikes have received great reviews in the motorcycle press. Why so? Probably because a great deal of thinking went into their design.

Anyone can assemble a fairly decent custom cruiser using a good selection of proven aftermarket components, but you've got to hit the drawing board pretty hard if you want to set new standards in the competitive world of American aftermarket manufacturers. In the case of Confederate, these standards were way high. Consider this: they wanted to bring the feel and the handling of a race bike to the classic American cruiser motorcycle, and they wouldn't settle for less! In itself this may have sounded like a huge challenge, but by starting with a clean sheet, an open mind, and a good sense of engineering, founder Matt Chambers and his team of designers came up with their own version of the perfect barhopper.

Feeling that conventional wishbone frames weren't adequate to handle the levels of torque and horsepower they planned for the bike, they came up with a proprietary modular tube frame. The chassis of this Confederado features a massive 2-inch backbone and a single 2-inch downtube that connect to a tubular engine cradle. The engine and transmission are solidly mounted and are stressed components of the chassis. The result of this unusual setup is a super rigid unit that yields virtually no flex under acceleration or when cornering.

The boxed and braced swingarm accommodates the monster 230 x 15 Avon rear tire of the Confederado, while the massive 130 x 16 Avon front wheel is held in place by a set of adjustable Paioli inverted forks. Braking duties are performed by a trio of ISR brakes, and a pair of Works coil-over adjustable rear shocks rounds up this heavy-hitting performance package.

Both Confederate and CSA bikes use S&S-assembled 100-inch V-twins with a Merch 120 incher as a standard motor, available for the fanatic throttle twisters. For your information, the Merch's specs are given are 130 foot-pounds and 120hp at the rear wheel. Waaay wicked, dude!

Another element that Confederate spent a great deal of time and effort on is the drivetrain: It's been modified to shorten the distance between the crankshaft and tranny output shaft. To get there, the transmission case was flipped 180 degrees side to

side and then turned up 90 degrees to bring it 3½ inches closer to the motor. The task of keeping the engine and tranny in the same zip code is handled by Confederate's own billet aluminum primary case. This compact design provides the strength and flex resistance to absorb the huge amounts of torque generated by the engine ... Hey, that's enough tech talk for now, let's hit the blacktop!

If the Confederado looks heavy with its steamroller tires, it's just in appearance. At 500 pounds (same as H-D's Sportster 1200 XL), the Confederado truly feels like an extension of the rider. Despite its really big "feet", it's surprisingly nimble and easy to maneuver at any speed.

The 100-cubic-inch S&S motor delivers plenty of neck-snappin' fun at any rpm, and the perfect soundtrack to our escapade was provided by the two-into-one exhaust. Much to our surprise, there was no significant vibration coming from the engine. On top of that, the tractor seat, forward controls, and rubber mounted mini-apehangers make for a very relaxed riding position.

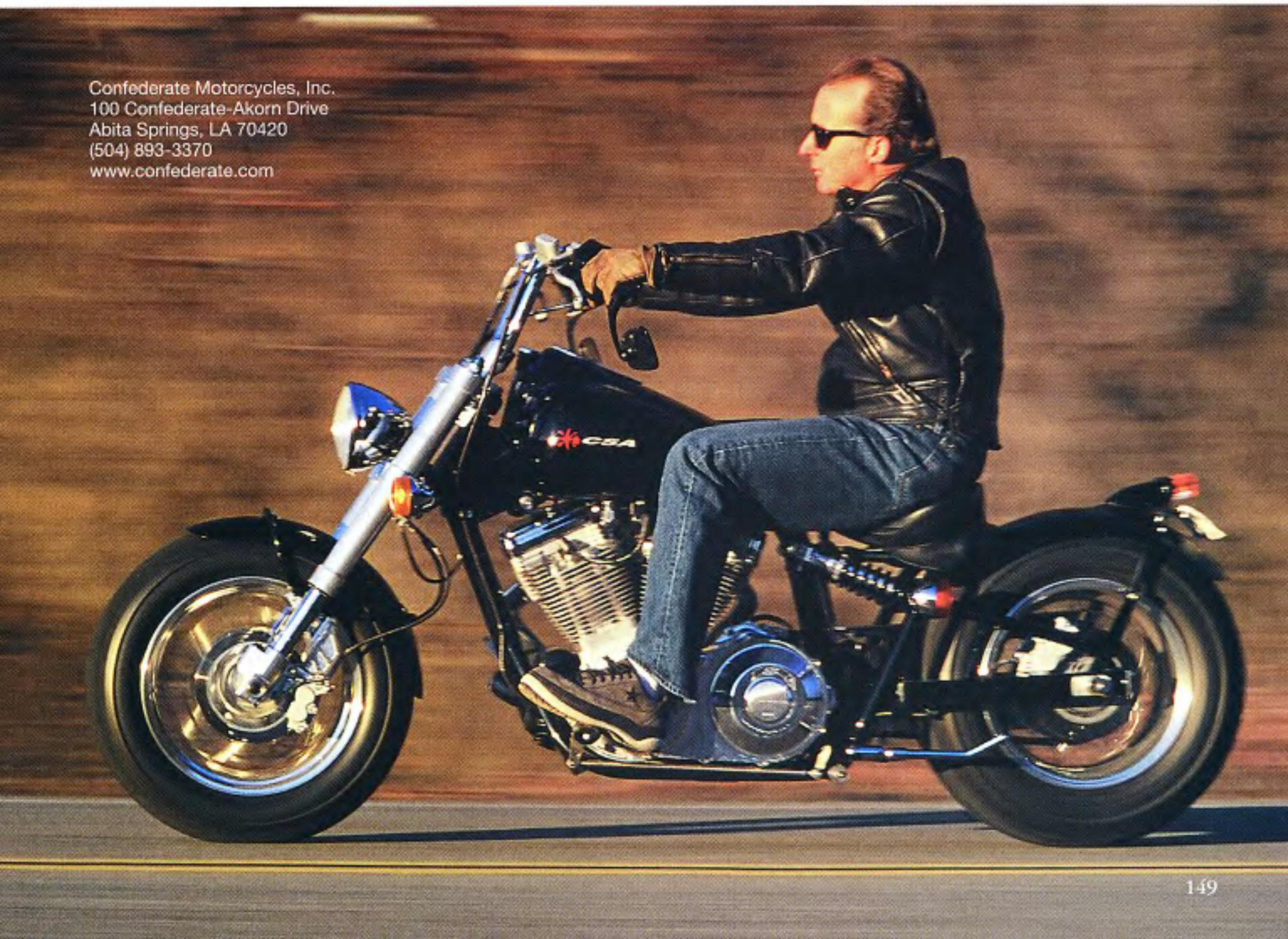
The gearing was pretty "tall" on this model, so we stayed in fourth gear most of the time. It felt just fine at freeway speeds, as the engine revved happily in its "sweet spot", ready to jump up the rpm dial at the flick of the wrist. As we'd shift into fifth, the beast acted like it was just waking up. It seemed as if it was idling while going 75mph—smooth as silk! If the S&S 100 feels this good, we can't wait to get our hands on the Merch-powered model!

When it comes to handling, we were very impressed with the frame's stiffness throughout our road test, as we took the bike from high-speed jaunts down deserted straight-aways, to long sweeping curves and tortuous mountain switchbacks. No matter what we did, the Confederado stayed relatively stable and predictable. The big Avon tires sure are spectacular and make a visual statement, but let's face it, they weren't designed for performance riding, so we didn't care to push the limits of their grip in turns. After all, the Confederado is a cruiser that will tolerate occasional hot doggin', but it's not a dedicated canyon carver. If you've just gotta have your fix of knee-draggin' action though, check out other models in the Confederate and CSA lineup, such as the Hellcat Roadster, the America GT, and the new Wildcat.

A simple look at the Confederado will tell you that it isn't your run-of-the-mill custom hybrid, laden with a quarter-ton of chrome and an Easter egg paint job. Come to think of it, that's a very good thing. That's right, 'cuz as it is, it'll get as much attention as Pamela Lee riding naked in a yellow Lamborghini Diablo! Forget about blending in with this rig, my friend. You'll be lucky if you can stop at a gas station, and fill up without causing some sort of commotion!

For the 2000 model year, about 500 Confederate and CSA units will come out of the 38,000 square foot factory just north of New Orleans. And as we go to press, we're told that an alternate version of the Confederado will soon be available, featuring a skinny 21-inch front wheel. This should please the riders with a more traditional taste.

Starting at $19,980, CSA's JPB Confederado is one kick-ass bargain, if you feel like riding a truly unique American-made, two-wheeled terror. *—Lafayette*



Confederate Motorcycles, Inc.
100 Confederate-Akorn Drive
Abita Springs, LA 70420
(504) 893-3370
www.confederate.com

Manufacturer: ..CSA/Confederate
City: ....Abita Springs, LA

General

Year/make:......................2000 CSA
Model: ....JPB Series Confederado
Assembly: ....Confederate
Dry weight: ....500 pounds
Load capacity: ....700 pounds
Seat configuration: ....rider and optional passenger
Seat height: ....26 inches
Ground clearance: ....5 3/4 in.

Engine

Make: ....S&S
Displacement:......100 cubic inches
Bore x Stroke: ....4 x 4
Compression Ratio: 10:1
Lower end: ....balanced and blueprinted for Confederate
Exhaust: ....2-into-1 Supertrapp

Transmission

Design: ....Confederate
Type: ....5-speed close-ratio
Case:.......................................S&S
Gears: ....Andrews
Primary: Confederate design, 6061 aluminum, belt drive
Clutch:........................hydraulic dry clutch by Rivera/Primo

Chassis

Design: ....Confederate
Fabrication: ....Confederate, mill-fit by hand, TIG welded
Mainframe: ....156-gauge wall thickness DOM carbon steel; 2-inch OD backbone; 2-inch OD downtube; 1¼-inch OD cradle; 1 x 2-inch rectangular strut; elongated neck.
Subframe:...............120-gauge wall thickness, DOM carbon steel; 1⅛-inch OD; rubbermounted
Swingarm:. .065 gauge wall thickness chrome-moly; 1 x 2-inch rectangular arm and brace; 1-inch OD cantilevered; looped and triangulated
Rear suspension travel: ....5 inches
Wheelbase:.......................66 inches
Rake: ....34 degrees

Forks

Make: ....Paioli
Features: ....adjustable for compression and rebound
Suspension travel: ....5 inches

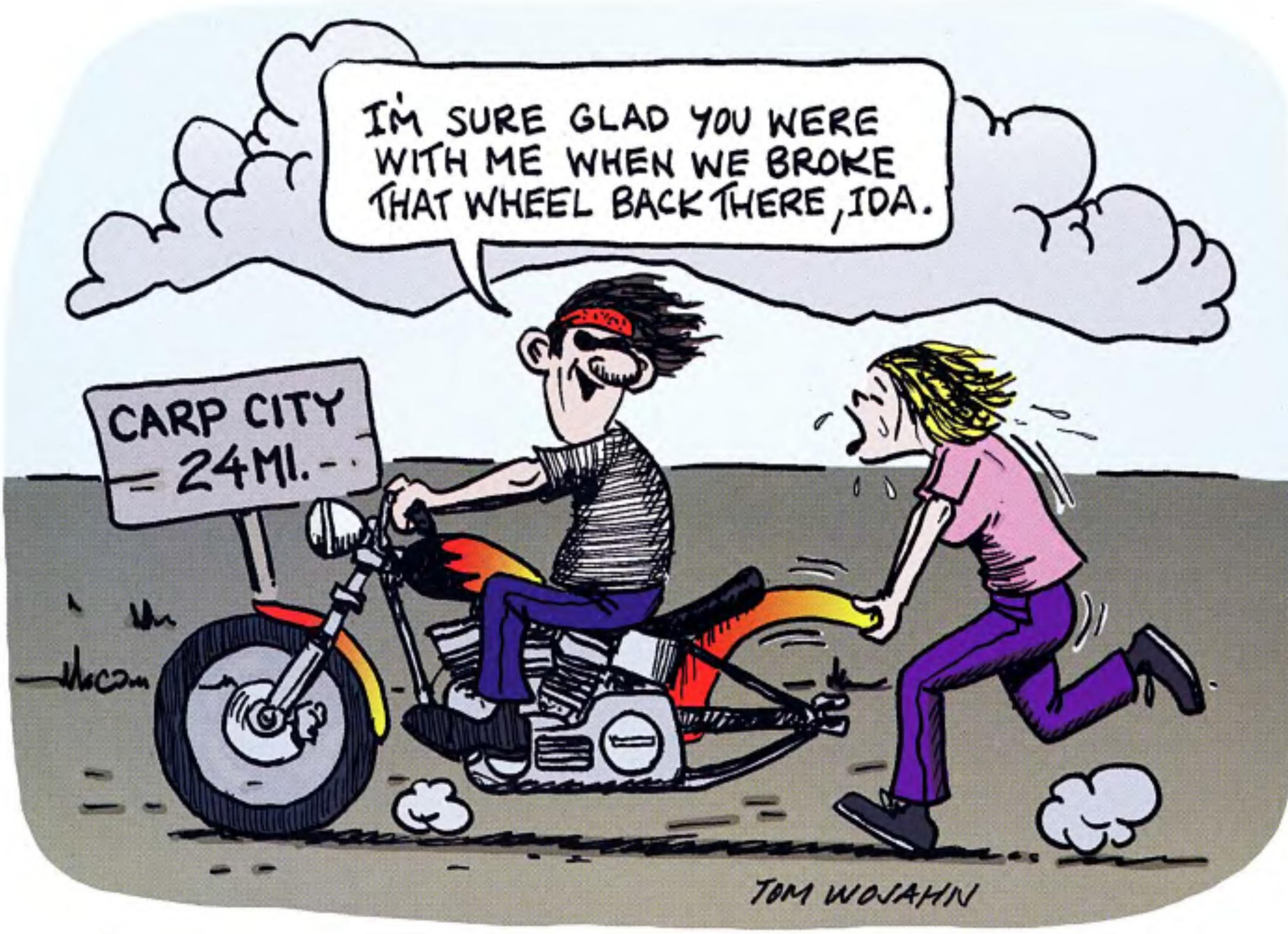
Wheels

Front

Type:..........polished aluminum rim/ stainless steel spokes
Size: ....3.5 x 16-inch
Hub: ....billet
Tire: ....Avon 130mm bias belted
Brake:....2 ISR four-piston calipers, 220mm semi floating disc

Rear

Type:..........polished aluminum rim/ stainless steel spokes
Size: ....7.5 x 15-inch
Hub: ....billet
Tire: ....Avon 230mm bias belted
Brake: ....ISR four-piston caliper, 220mm semi-floating disc
Photos: ....Markus Cuff


I'M SURE GLAD YOU WERE WITH ME WHEN WE BROKE THAT WHEEL BACK THERE, IDA.
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TOM WOJAHN

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ComingAtYa

The May 2000 issue of *Easyriders* (#323) will blow your doors clean off with our sizzlin' search for America's Hottest Exotic Dancer, introducing the wildest women to ever shake and shimmy from dance clubs all across the USA. We'll feature the world's most perfect reproduction of the Captain America bike alongside a new millennium version. Twist your grip to New Orleans for the 30th anniversary of the film *Easy Rider*, then drool over the custom iron at our Easyriders Bike Show in Pomona. Ride with us all the way to Italy for a True Road Tale, find the latest aftermarket goodies for Twin Cam Harleys, and discover everything you'll need to survive in our Myrtle Beach Guide. It's all burnin' rubber your way in May.

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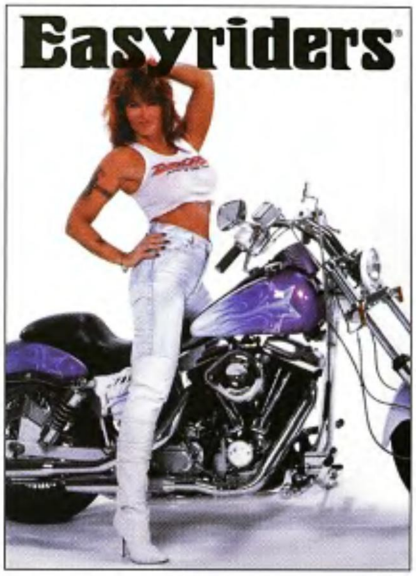
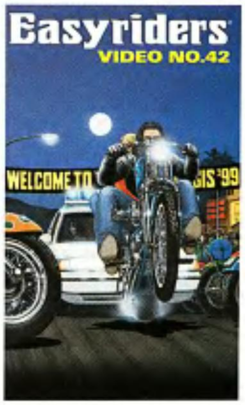


If this fine filly lounging on a bad-ass black Shovel ain't enough to entice ya to get of yer ass and go grab the latest *Biker*, well, then, it's time to trade in your leathers for polyester. *On sale right damn now!*

The April issue of *VQ* will unveil the Arlen Ness-designed Victory, visit Hotlanta for the celebrity-filled March of Dimes Ride, and road test Titan's Signature Series Roadrunner. *On sale now*

The May issue of *Wind* (#99) features a revealing look at Ms. Easyriders '99, our lovely Mary. Personalized plates get some play, as do plenty of sun-drenched photos to get ya hyped up for Daytona! *On sale now*

See the Sturgis Rally & Races as only Easyriders Video can bring it to ya! Along the way we stop in Butte, Montana, for the Dumas Brothel Run. Also in this issue: New Mexico's rowdy Red River Run and Rip's BAD Ride. Easyriders Video #42 is one kick-ass ride. While winter winds blow, pick up a copy and remember the rides of summer.



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Easyriders 2000 BUYER'S GUIDE

Road warriors, unite. The 2000 Buyer's Guide is your doorway to initiating a customizing frenzy, a bike building brou-hah-hah, a V-twin torrent of "Forget about feeding the kids, honey, we've got a bike to build!" impulses. Sleep? Nah, put that one on the back burner as well.

Ya figure since we made it to 2000, a new century, what more reason would you need to craft your dream? With 144 gew-gaws (a proper technical term, thank you) to choose from, do ya think your mind just MIGHT find fodder for fabulous, full-tilt, face-pullin' functionality?

As plagiarized verbatim from last year's guide, "Gettin' any project goin' takes drive, so we've made it easy for you to get information about the products herein. As you're goin' through the pages, notice the number at the bottom of each picture. That's the number you'll wanna circle on the enclosed reader's service card. Think of it as a pre-printed wish list that costs only $3.00 for the processing. If you want catalogs, you can get 'em by using the same card, plus the cost of the individual catalog (or catalogs if you really feel like goin' over the bike-building top)."

Bike-building is a time and coin consuming endeavor. Life gets in the way if you let it. Just remember: things rarely get easier, you just have to try harder. Hopefully, some of the items in this guide will help make the process a little easier. The goal may be occasionally obscured, but the journey is really the thing anyway.

Let the building commence.

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ACCESSORIES

DRAG SPECIALTIES
Billet Grips

Go with either pearl ribbed or grooved billet grips as you pump that puppy into the year 2000. This year's version features a smaller diameter (1.25 inches) and improved comfort along with the standard chrome plating. They fit all '73-'00 models, except one with air-assisted forks. Sold in pairs.

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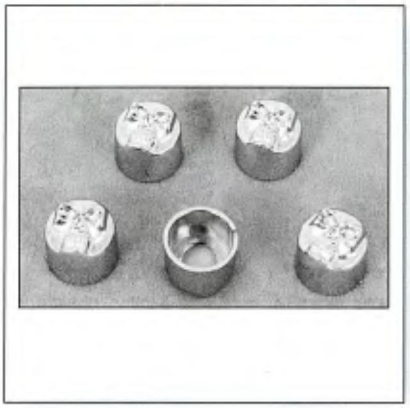

MID USA
Chrome Dome Bolt Covers

Some guys believe you just can't have enough skulls on your scoot. They say it keeps the spirits away. Maybe. So why not make these chrome dome bolt covers look like dead radar guns? No tellin'. But if you want to cover the myriad of Allen head bolts on your bike, here's the ticket.

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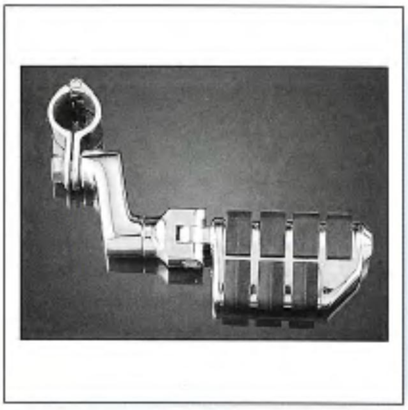


KÜRYAKYN
Dually Cruise Pegs

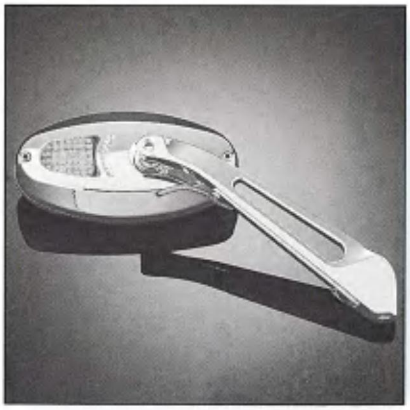
If you're tall, short or in between, these adjustable pegs sport seven "iso-pads" to give your lower digits the break they sorely deserve. The Magnum Quick Clamp makes installation a literal snap. If that day ride you've been planning has been delayed due to lame pegs, these Duallys will do ya right.

CHECK #3 FOR INFO.

KÜRYAKYN
Iso-Grips

Don't just pamper your feet, Bubba. Treat your paws to some relief as well. These custom grips can be used with stock air reservoir type handlebars, and they come with chrome, black or gold trim rings. Replaces stock dual cable grips from '82-present. Reduce muscle fatigue and enjoy the ride.

CHECK #4 FOR INFO.



KÜRYAKYN
Turn Signal Mirrors

Chrome won't getcha home, but improved safety sure will. Choose from either a flat or reduced image convex glass for either more accurate distance behind you, or a wider field of view. No load balancer is required for these backside watchdogs, and they signal on-coming traffic to boot. Too cool.

CHECK #5 FOR INFO.

MID USA
Ball-Shaped Mirrors

Made by Excel Components, these mirrors are made from billet aluminum, and the 2-1/4-inch O.D. ball houses a 1-7/8-inch diameter true view flat mirror. Comes with a 6-inch stem designed for left or right side mounting on the 3-1/2-inch clamp stem. Available in either chrome, polished or black "8 Ball" motifs.

CHECK #6 FOR INFO.

ACCESSORIES

CUSTOM CYCLE CREATIONS
Pop-up Gas Caps

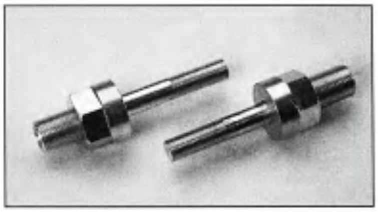
It's the hottest cap around, crafted in polished stainless steel with a weld in the bung and a smooth flush mount cap that turns and pops up for the ultimate custom look. It's also vented with a no-leak fit. A perfect choice for when you get down to the final touches on your custom project.

CHECK #7 FOR INFO.

AMERICAN EAGLE LEATHERWORKS
Yellowstone Bolt-On Saddlebags

Hey, road warriors, check this out. Your Dyna, Softail Custom, or Sporty can be fit with a bolt-on set of saddlebags that'll have ya parked, unpacked, and in for the night in no time. Non-collapsing lids, steel-reinforced backs and long cargo straps are designed for the long haul.

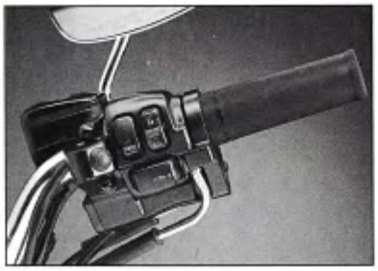
CHECK #8 FOR INFO.



WHITE BROTHERS
Softail Lowering Kit

Let's bring it on down, shall we? This kit is available in adjustable or fixed style, with chrome or cad plating. Easy to install and available for all other Evos and Twin Cam models. Adjustable from 1/2-inch to 1-1/4-inch, bringing you that much closer to a hardbelly's navel at a stoplight.

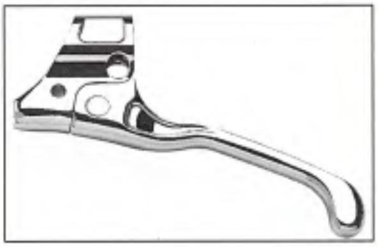
CHECK #9 FOR INFO.



J&P CYCLES
EZ CRUISE Throttle Control

At the touch of a button, it provides a wide range of throttle positions. It lets you roll on, roll off, or just cruise if that's what the road calls for. Touch the front or rear brake, and the system shuts down. A great feature for cold weather warm up.

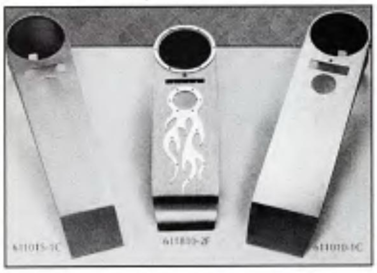
CHECK #10 FOR INFO.



PERFORMANCE MACHINE
Clutch Lever

And not just any clutch lever, we might add! Constructed from billet aluminum, CNC-machined, the whole nine yards. It's brother can be found in the brakes section under the Handlegrip Master Cylinder heading. Twins (sorta) for a V-Twin, what a concept.

CHECK #11 FOR INFO.



MILWAUKEE IRON
Dashes

If ya can't find something in the 198 combinations available, you should build your own! Available for models through 1998, the stock dashes are 19 inches; extended dashes are 23 inches. They're made from 14- and 16-gauge steel and come tapered, straight, extended, ringed, slotted, or flamed.

CHECK #12 FOR INFO.

BIKER'S CHOICE
Jacket

A famous Hollywood producer once said, "If you want to send a message, call Western Union." Yeah, well, if he rode, he'd have sent this message: The snap-down collar, plush nylon lining and lightweight cowhide construction make it a fine addition to your riding wardrobe. Just add a Harley and yell "Action!"

CHECK #13 FOR INFO.

BIKER'S CHOICE
Duster

You'll surely get a look if you hang this one over your shoulders. You might even get frisked... by some sweet young waitress or an eyebrow-cocked hardbelly at the bar. Or, you just might stay warm on a frigid riding night. River Road's leather duster also comes with snap-out Thinsulate lining.

CHECK #14 FOR INFO.

VICTORY MOTORCYCLES
Flat Track Leather Jacket

Here's classic, racing style in a quality leather jacket. It's full-weight, dry-milled leather with two-tone cream/burgundy stripes. Comes with embroidered Victory logos on back, chest and arms. You also get adjustable wrists for snug fit around your gloves. If this piques your interest, check out more of Victory at www.victory-usa.com

CHECK #15 FOR INFO.

J&P CYCLES
American Tradition Clothing

New for 2000 from the J&P Cycles "Street Heat" collection, this flamed, long sleeved T-shirt features a flamed logo on the front, winged flamed logo on the back, and flames down the sleeves. Get the feelin' this thing just might be about flames? Available in black only: M, L, XL, XLL.

CHECK #16 FOR INFO.

J&P CYCLES
American Tradition Clothing

Ya ain't got an 80-inch tat yet? Here's the next best thing. This line of T-shirts celebrates big twins and J&P Cycles' 20th Anniversary, with sizes from medium to XXL. That makes 'em kinda multi-purpose, 'cause you can buy extras for your sweetie to double as night shirts. Clever.

CHECK #17 FOR INFO.

CHROME SPECIALTIES
Sante Fe Jean Chaps

With available matching vests, these four-pocket jean chaps come with full-length leg zippers, snap waist, and zip fly and are of cut-to-fit length. Men's sizes: S, M, L, XL, XXL; Women's sizes: XS, S, M, L, XL sizes available. Life's too short to dress cold or dress bad.

CHECK #18 FOR INFO.

APPAREL

CHROME SPECIALTIES
Men's and Ladies' RoadRacer Jackets

Features zip front closure with wind collar snap tab, adjustable straps at both sides of the waist, two front zipper pockets, and snap-out/in Thinsulate™ lining, with zippers at wrist. Plenty of shoulder room with the Action Back. Men's sizes S, M, L, XL, XXL, ladies' sizes XS, S, M, L, XL.

CHECK #19 FOR INFO.

CHROME SPECIALTIES
Sante Fe Vest

Oh, these crazy kids, posing like J.C. Penney outlaws! Find your fun where you can and look good doin' it is the message, ya reckon? You can't go wrong with a leather vest, and since it fits sizes S, M, L, XL, and XXL, you might as well match it with the Sante Fe chaps on the previous page.

CHECK #20 FOR INFO.

BUGZ PERFORMANCE EYEWEAR
Vatorz and Talonz

No, it isn't a new race of bad guys from *Star Wars*. They're exotically slick and stylin' sunglasses made from Monel alloy steel that sport chromium mirror and titanium anti-reflective coatings. The Ruthenium Vatorz are even coated in platinum. Whoa, daddy, ya never looked so good!

CHECK #21 FOR INFO.

CHROME SPECIALTIES
Men's Jammer™ Boots

Stomp into 2000 with these 17-inch tall men's Jammer boots, made from Goodyear repairable leather welt with steel toes. Comes with Drilex lining and antique brass non-tarnishing findings. Triple ribbed steel shank, body cushion comfort insole. Heavy duty leather/rubber combination midsole, with Vibram oil resistant sole.

CHECK #22 FOR INFO.

CHROME SPECIALTIES
Smiling Devil Long Sleeve T-Shirt

Wear your attitude on your back to avoid sending mixed signals. Made from 100% heavy, preshrunk cotton, available in M, L, XL, XXL. Hell, buy a really big one and keep it around for a night shirt. If you're lucky, no tellin' who you might be able to fit under there...

CHECK #23 FOR INFO.

CHROME SPECIALTIES
Men's Kush-n-Kollar™ Boots

These 9-inch tall Goodyear repairable natural leather welt with steel toe and dual guard mid-sole STEEL plate rascals are comfy. Made from black polished leather with padded collar and gusset-Dri Lex Vamp Syntex lining. They resist punctures through the Vibram Sierra sole. Available in D-width sizes 6-13.

CHECK #24 FOR INFO.

APPAREL

EASYRIDERS ROADWARE
Sherpa Fleece Jacket

Ladies, you could climb Mt. Everest (or at least a tall bar stool) with this comfy new jacket. Lined with the feel of a cottony bath towel, it'd be the perfect start to a very long and hot evening. Easy wash and wear, too. Sizes include M, L, XL, XXL, and XXXL. Unzip it slowly ...

CHECK #25 FOR INFO.

EASYRIDERS ROADWARE
Touring Jacket

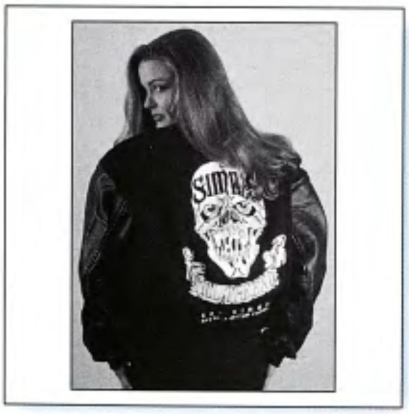
This heavy-duty cowhide jacket has been geared up to protect your hide with reinforced elbows, forearms, shoulders, and extra kidney support. It features adjustable laced-up sides, zippered pockets on the sleeves, and zippered vents for extra ventilation. Comes in M, L, XL, XXL, and XXXL.

CHECK #26 FOR INFO.

EASYRIDERS ROADWARE
Sherpa Fleece Pullover

This ultra-comfortable, two-pocket pullover combines the warm look and feel of velour-like cotton with the coolness of an Easyriders embroidered bike logo. Comes in M, L, XL, XXL, and XXXL sizes.

CHECK #27 FOR INFO.



RON SIMMS' BAY AREA CUSTOM CYCLES
Jackets

Show your Bay Area pride with these full-sleeve riding jackets that'll let folks know where you've been or where you'd rather be. There's a helluva lot of bike history between Oakland and San Francisco, where only the brave ride those steep streets with jockey shifts.

CHECK #28 FOR INFO.

RON SIMMS' BAY AREA CUSTOM CYCLES
Racing T-Shirts

You can never have enough T-shirts, so why compromise on their quality? These silk-screened cotton torso wrappers are a perfect way to break the ice with that new hardbelly. Put one in each hand, wrap your arms around her back, and ask her to choose. It'll feel great!

CHECK #29 FOR INFO.

RON SIMMS' BAY AREA CUSTOM CYCLES
Baseball Caps

Here's another item you just can't seem to have enough of on hand. Adjustable sizes fit all, and again, they are a fine gift for a deserving sweetie who swears she has nothing to wear. Hand her one of these caps and say, "This is all you need."

CHECK #30 FOR INFO.

BRAKES

BIKER'S CHOICE
Radial JayBrake Forward Controls

This stylish stretch-'em-out fits all 5/8-inch master cylinders, and where you go from there is limited only by your imagination and your pant leg size. Just imagine crankin' Stevie Ray Vaughn up on your dresser and blastin' down the highway, with both feet quite well forward. Now you get the picture.

CHECK #31 FOR INFO.

KÜRYAKYN
Brake Face

No, it's not what you'll be called if you lock up the front wheel. Few goodies this fine looking can be installed with so little work. The Brake Face slides over the front fender mounting brackets, completely encapsulating the easily visible surfaces with a detailed chrome finish. Fits FXWG '80-'86, FXST '84-present, FXDWG '95-present.

CHECK #32 FOR INFO.

PACIFIC SUNSET
Tolle Dual-Disc Rotors and Calipers

Don't let the small size fool ya. You'll still be able to stop on a dime when the medium 2-piston calipers grab hold of the 8-5/8-inch rotors. They're constructed from Swedish aerospace technology, some of the finest in the world. Show-polished for serious builders. Try 'em.

CHECK #33 FOR INFO.

PERFORMANCE MACHINE
Drive Side Brakes

Designed from the ground up to provide the power and style PM brakes are known for, with the clean look of an exposed wheel. Precision CNC-milled bracket bolts to supplied weld on tabs. Four-piston caliper and bracket are available machine finished, polished or chromed. Requires Softail rear end and PM billet wheel & pulley.

CHECK #34 FOR INFO.

PERFORMANCE MACHINE
Direct Bolt-On Caliper Line

The direct bolt-on line now consists of a four-piston direct bolt-on, six-piston direct bolt-on for 11.5-inch discs, and the newest addition to the line which is the six-piston direct bolt-on for 13-inch discs. Bolts directly to 1984 and up Harley-Davidson fork legs.

CHECK #35 FOR INFO.

PERFORMANCE MACHINE
Handlegrip Master Cylinder

New internals, new lever, and an entirely new look! The PM billet aluminum HGM features completely redesigned pistons and seals and an adjustable reach lever. The smooth flowing lines and sleek housing will certainly compliment any bike. Available for brake side, clutch side and as a cable clutch handle.

CHECK #36 FOR INFO.

CATALOGS

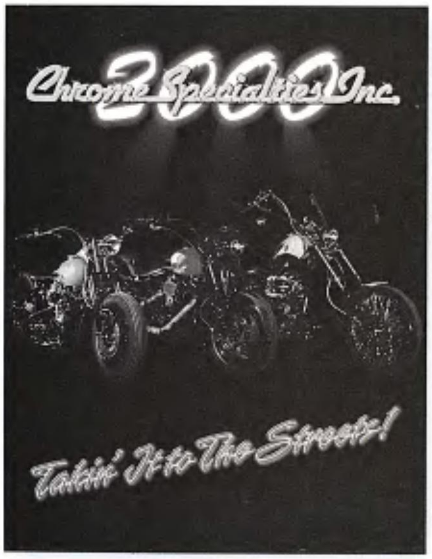
201 BIKER'S CHOICE

CHECK #201 FOR INFO.

204 DOC'S

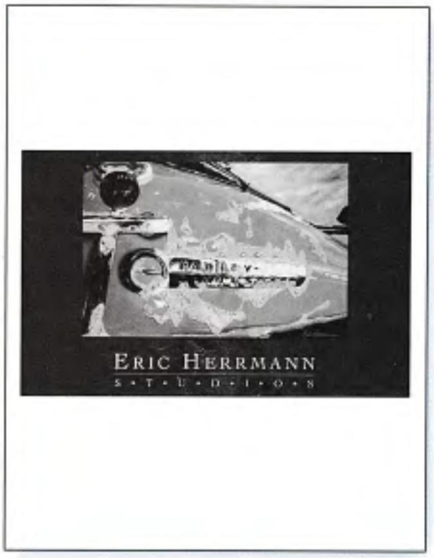
CHECK #204 FOR INFO.

202 CHROME SPECIALTIES



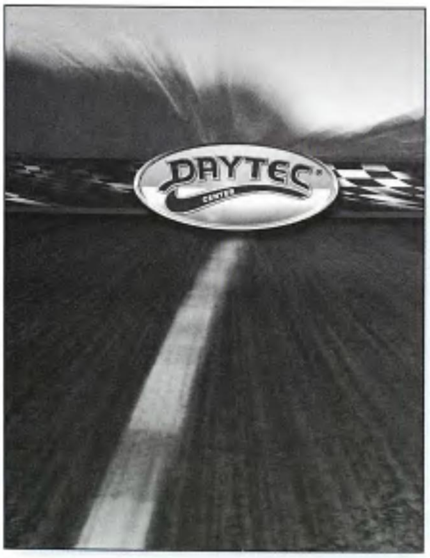
CHECK #202 FOR INFO.

205 ERIC HERRMANN



CHECK #205 FOR INFO.

203 DAYTEC



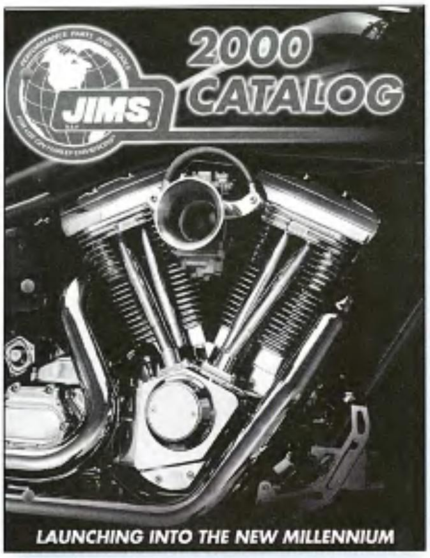
CHECK #203 FOR INFO.

206 J & P CYCLES

CHECK #206 FOR INFO.

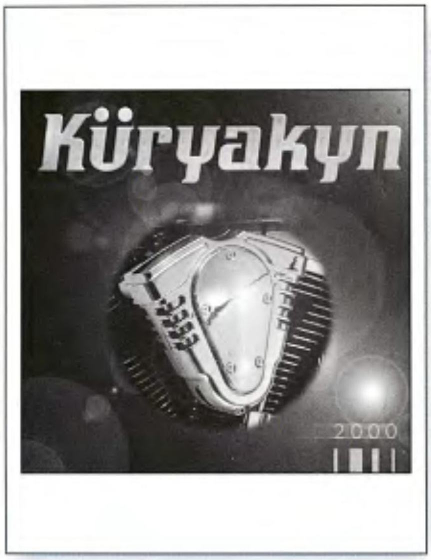
CATALOGS

207 **JIMS**



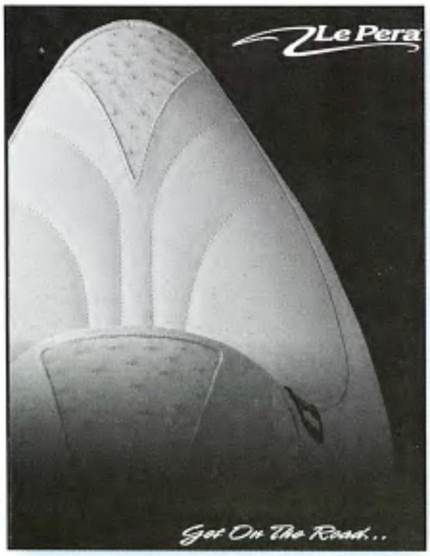
CHECK #207 FOR INFO.

208 **KÜRYAKYN**



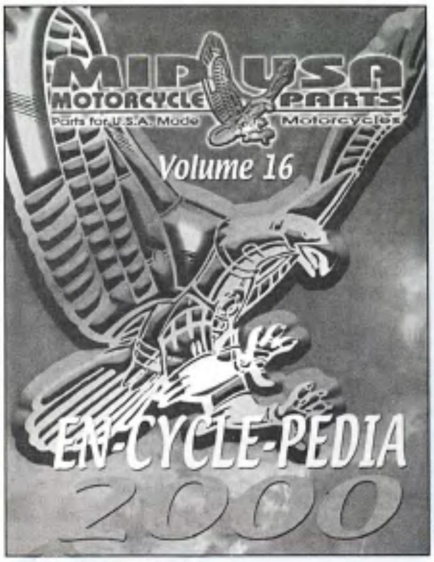
CHECK #208 FOR INFO.

209 **LE PERA**



CHECK #209 FOR INFO.

210 **MID USA**

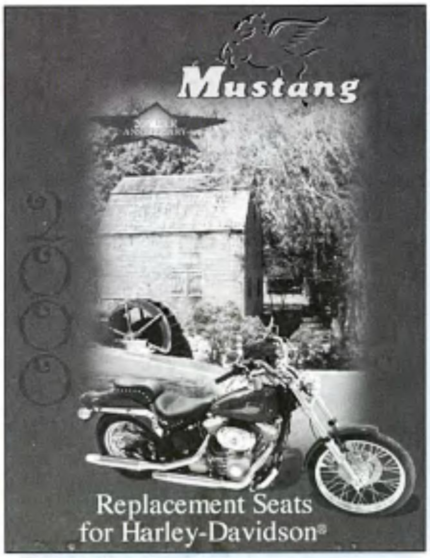


CHECK #210 FOR INFO.

211 **MR. B'S**

CHECK #211 FOR INFO.

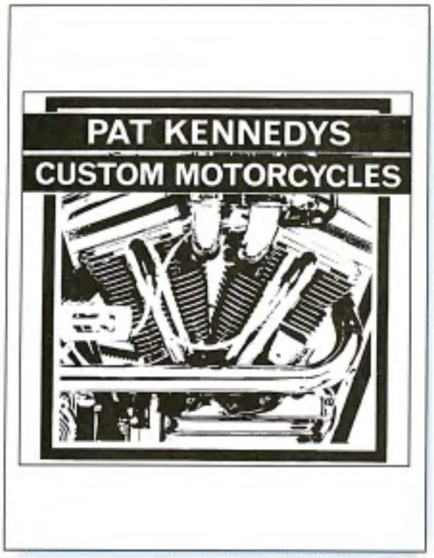
212 **MUSTANG**



CHECK #212 FOR INFO.

CATALOGS

213 **PAT KENNEDY**

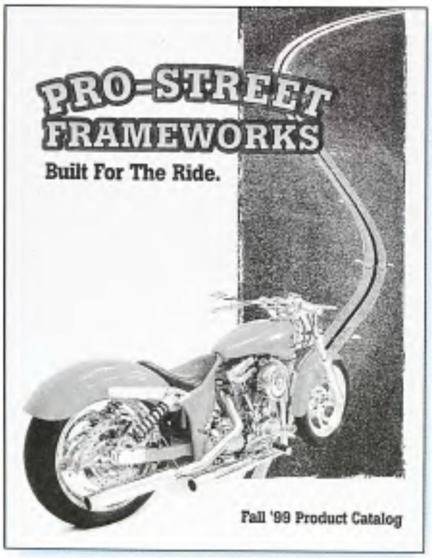


CHECK #213 FOR INFO.

214 **PERFORMANCE MACHINE**

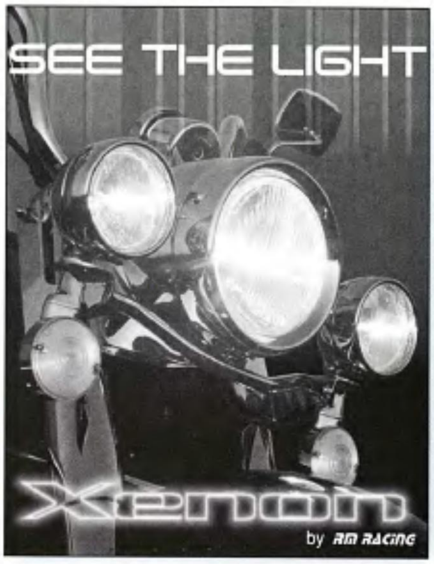
CHECK #214 FOR INFO.

215 **PRO STREET**



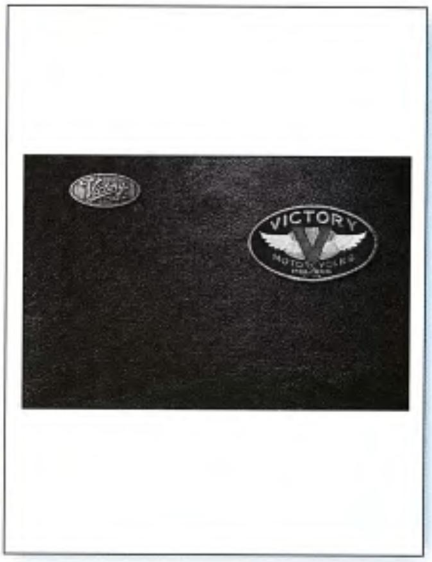
CHECK #215 FOR INFO.

216 **RM RACING**



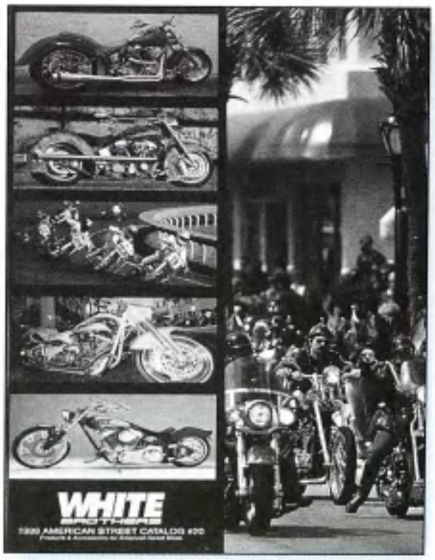
CHECK #216 FOR INFO.

217 **VICTORY**



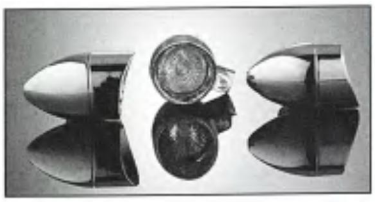
CHECK #217 FOR INFO.

218 **WHITE BROTHERS**



CHECK #218 FOR INFO.

ELECTRICAL



KÜRYAKYN
Silver Bullet Lights

These versatile, great looking lights can provide a multitude of functions on a variety of bikes. Really! Available in 1-5/8-inch and 2-1/4-inch diameters. Driving light versions feature a clear lens and 50 watts of power; turn signals come in amber and/or red lenses, 20 watts. Fits damn near any bike. Really.

CHECK #37 FOR INFO.

MID-USA
Maintenance Free Batteries

Make MFB a part of your riding vocabulary. These 20-amp/hour rascals have 270 cold cranking amps at your disposal, Bubba. Gas Recombination Technology prevents leaks and keeps you from having to check fluid levels. Perfect for those insanely high compression motors, and a sure bet for a juiced-up dresser with lights everywhere.

CHECK #38 FOR INFO.

DRAG SPECIALTIES
Drag-Hotop Front Light Bar

Here's a chrome plated, die-cast aluminum light bar that features amber lenses, bright 10-watt, single filament halogen bulbs, and a unique design that compliments the front of any scoot. Fits a wide array of FL's and FX's. Alas, it is not DOT approved... like they pay attention to us anyway!

CHECK #39 FOR INFO.

BIKERS CHOICE
Twin Power Plus Regulators

It's got three items guaranteed to appeal to just about everybody: the latest in micro-circuitry, less heat generating performance, and no extra harness required for installation. If it's time for you to upgrade your electrical system's reliability with a rock solid voltage regulator, you know where to look now, don'tcha?

CHECK #40 FOR INFO.

BIKERS CHOICE
Twin Power Plus Ignition Module

Runs on single or dual-fire, single or dual-plug configurations. The electronic advance has a built-in timing light, complete with adjustable rpm limiter and advance curve. No more hassle with leads and strobes when it comes to dialing in the performance timing numbers. Buy one today, go faster tomorrow.

CHECK #41 FOR INFO.

DRAG SPECIALTIES
Laydown Taillight Lens

Here's a smooth, clean custom lens that replaces the OEM lens and matches the rear angle of the OEM hard saddlebags and fender. It's designed specifically to illuminate the Drag-Hotop billet license plate mount (DS-270110), sold separately, when mounting on '91-'98 FLT, FLHT and FLHR; '78-'84 FLH; and '86-'99 FLST models.

CHECK #42 FOR INFO.

ELECTRICAL

BIKER'S CHOICE
PIAA Light Bulbs

See and be seen, Homer. PIAA bulbs are SAE certified, and the standard 55/60 H-4 bulb shines as a 110/100 beacon, Bubba. The heavy duty metal bonding prevents the tube from cracking or leaking, and today's forward-thinking biker should be packin' a few of the puppies as spares as well.

CHECK #43 FOR INFO.

BIKER'S CHOICE
Twin Power Starter Motors

Here's three hot models for 2000: 1.4 starter motor, Prestolite type and Hitachi type. The 1.4 is 100% OE interchangeable for '94-'98 Sportsters and big twins; Prestolite fits '67-'80 XLs, late '66-'82 FLs, '80-'83 FLTs, '82-early '83 FXRs; Hitachi fits '74-early '76 XLs, '82-'84 FLs, '74-'86 FXs, '84-'88 FLTs, and FXRs.

CHECK #44 FOR INFO.

DRAG SPECIALTIES
Digital Tire Pressure Gauges

The electrical part of this deal is the digital read-out. The precision is what you want when running tires costing more than most people's rents. These gauges come in round and pencil styles, with 45 and 90 degree chucks. They all read from 1 to 60 pounds. Pump 'em and burn, brother!

CHECK #45 FOR INFO.

DRAG SPECIALTIES
Drag-Hotop Rear Marker Lights

Perfect if you're running Drag Specialties fender to saddlebag covers on your '93-'99 FLT/FLHT/FLHR. They also go with rear surfaces of any '67 - present OEM hand saddlebag (except '80-'84 FLTs). Ten-watt single-filament halogen bulb included along with a molded rubber gasket for mounting against painted surfaces.

CHECK #46 FOR INFO.

CUSTOM CHROME
Scalloped Headlights

Hey, here's the look of a high-tech billet aluminum headlight without the associated cost. The creative bottom mount design features built-in visors in the headlight rims and decorative scallops in the chrome-plated, stamped steel bodies. Comes in three different sizes, from 4-1/2 to 6-1/2 inches in diameter. Good deal.

CHECK #47 FOR INFO.

CUSTOM CHROME
Round Marker Lights by Rick Doss

Pilots live by the motto, "See and been seen." Why shouldn't you? These round marker lights come in four different kits that can be installed in a variety of locations. The stylish lights' recessed bodies will accept any 1.80-inch caliper inserts to match your other bolt-on accessories. Sold in pairs.

CHECK #48 FOR INFO.

ELECTRICAL

CUSTOM CHROME
Aurora Taillight Assembly

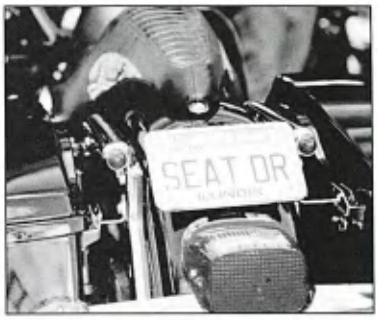
John Reed combined function and art with this taillight, stoplight, and turn signature assembly. Its flawless chrome-plating and hidden mounting screws for the lenses add class to the act. Available with or without the turn signals, it fits most big twin models from 1973-present. Matching front turn signals available.

CHECK #49 FOR INFO.

CUSTOM CHROME
Doss Custom Teardrop Headlight Housing Kits

1939 meets 1999 with this Ford reproduction headlight/bolt-on kit that'll add some more hot to your rod. The 1960's-vintage aluminum headlight housing and teardrop shape of the pre-WWII Ford headlight (with halogen bulb) are a rockin' combination for any 1960-1984 4-speed FL and all 1986-preset Heritage Softail or Fat Boy.

CHECK #50 FOR INFO.

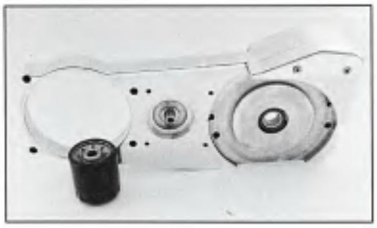


J&P CYCLES
Tailgunner Marker Lights

Great customizing begins with small steps. Start here with these popular Auto Gem glass lens marker lights that are great for changing from stock license mounts to lay-down style or similar license plate mounts. They'll fit your 1993-present FL, using existing stock hardware, and they're sold in pairs.

CHECK #51 FOR INFO.

ENGINE ACCESSORIES



BELT DRIVES, LTD.
Motor Plate

Here's a goodie that lets you side-mount a standard oil filter on the plate. The rotating belt creates extra cooling on the filter (that can now be covered with the included side guard). Kit comes with all necessary fittings installed, and it even includes an oil filter. What a deal.

CHECK #52 FOR INFO.

KÜRYAKYN
Cast Inner Primary Covers For Softails

Get the rich look of an expensive chromed stock inner primary for a fraction of the cost and no down time. This trick new cover bolts over your old one in10 minutes with basic hand tools. Fits 1986-present Softail models except bikes using suspension lowering kits.

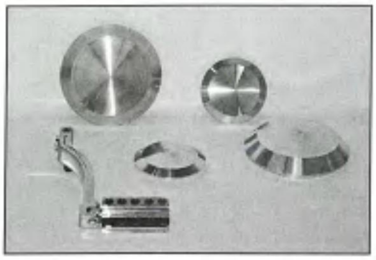
CHECK #53 FOR INFO.

PAT KENNEDYS
Stainless Steel Oil Tank

304-quality, highly polished stainless steel designed for use with custom suspension or rigid frames. TIG-welded with a six-position rubber mounting system that leaves plenty of room for your FXST electric start battery. OEM oil filter is fitted on left side of 3-quart oil bag.

CHECK #54 FOR INFO.

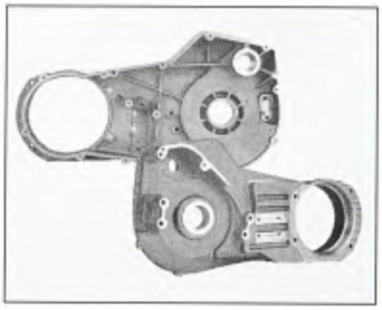
ENGINE ACCESSORIES



CUSTOM CYCLE CREATIONS
Billet Pulley Covers

Hey, they're right next to the engine, hence engine accessory. These finely precision-built aluminum pulley covers add style to your Belt Drives Limited open belt primary. You can get 'em in either polished or chromed finish. Adding them is just the start of a beautiful customizing relationship... right, Bogie?

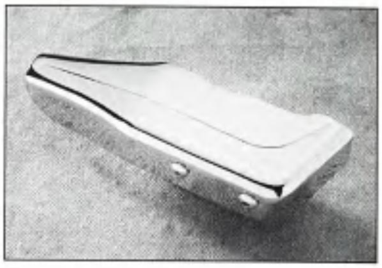
CHECK #55 FOR INFO.



DAYTEC
Inner Primary Cover

Their new inner primary housing has the 1/2-inch offset spacer cast into the original design. It can be used on Daytec's 103+200 Softail frame, Episode +180 rubbermount, or any application requiring the primary housing to be offset to the left by 1/2-inch. Also available 1/4-inch offset for Softail only. Fits '89-'93, and '94-later models.

CHECK #56 FOR INFO.



DRAG SPECIALTIES
EFI Fuel Line Fitting Cover

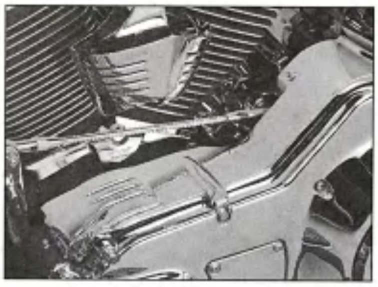
Wanna makes things just a smidge shinier? This sleek chrome cover hides the industrial-looking fuel line fittings found on '95-'99 fuel-injected big twins. The three-piece design maks for easy installation and features hidden fasteners. It adds a whole new meaning to "Keep the shiny side up."

CHECK #57 FOR INFO.

KURYAKYN
Twin Cam Cylinder Base Cover

This trim accent smoothes the visual transition between the cylinders and engine cases. The Twin Cam version covers the entire gap between the cylinder deck and the inner primary. Fits '99-up FLT, FXDWG and other Twin Cam Dyna models equipped with forward controls. Compatible with 95-cubic-inch T.C. upgrades.

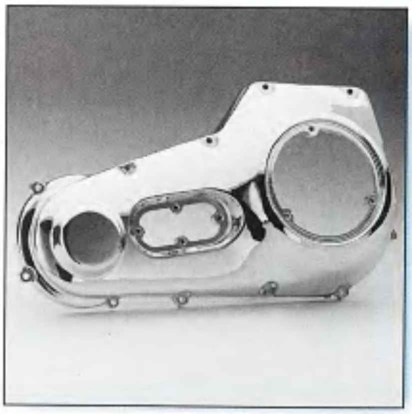
CHECK #58 FOR INFO.



KURYAKYN
Inner Primary Housing

Deluxe Cast Inner Primary Housing for Road Kings, Dressers, etc. This version lets you dude up that '90-present Evo and Twin Cam rubbermount dresser with OEM crossover-mount exhaust. Of course, you could pull the primary off, yank the inner housing, send it out for chroming... or, you could install this glistening, die-cast cover instead. Riding time versus down time...

CHECK #59 FOR INFO.



CUSTOM CHROME
Primary Covers for Softail and Dyna Glide Models

Stunningly chrome-plated, die-cast aluminum primary covers are now available in two different versions to fit all Softail and Dyna Glide models from 1989 through 1998. Fits OEM or custom bike applications, with numerous inner reinforcing ribs and a starter shaft bushing. Only free barbecue could make it more appealing.

CHECK #60 FOR INFO.

ENGINE PERFORMANCE

BARTELS PERFORMANCE
Twin Cam 88 Cam

Yepper, the JM20 extends Bartels' rpm range considerably. Opens and closes in the intake valves sooner and lifts higher than the stock H-D cam, to pick up power at the lowest practical engine speed and gain serious power as the bike picks up speed. A special timing gear and bearings are included.

CHECK #61 FOR INFO.

JIMS
89" and 96" Stroker Kit

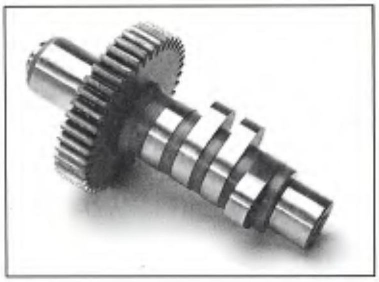
Precision flywheels, pre-balanced at 60 percent and trued, with J.E. 3 1/2-inch pistons at 9.25:1 or 3-5/8-inch pistons at 9.75:1. Flywheel assemblies include 8-1/2-inch diameter flywheels with 4-5/8-inch stroke and a 7.440-inch rod length. They also incorporate a windage groove to help direct the scavenging of the oil.

CHECK #62 FOR INFO.

JIMS
Connecting Rods

Machined from aerospace-quality 4340 moly steel, each of these high-tech rods is heat-treated, shot peened and completely inspected with a hardness test. Hm, I knew a Molly who used to do that These H-beam rods are available in 7.44O-inch, 7.690-inch and 8.250-inch centerline dimensions. Hey, Molly, does this sound about right?

CHECK #63 FOR INFO.



JIMS
Cam Shafts

When JIMS started making drive train components, word spread quickly and has not slowed down since day one. Now they're making cams. These come with special lobe designs to maintain a wide power band, and a new No.9058 Torrington inner cam bearing is included. They offer four cams for Evolution engines

CHECK #64 FOR INFO.

JIMS
Hydrosolid Twin Cam Tappets

Neat stuff. They perform like hydraulics up to about 5500 rpm, then act like solids from 5600 rpm. to your set rev limiter. It also adds 3-6 more usable horsepower at 5600 rpm level. And, when the power comes on, the hydrosolids won't pump up and hit your valves.

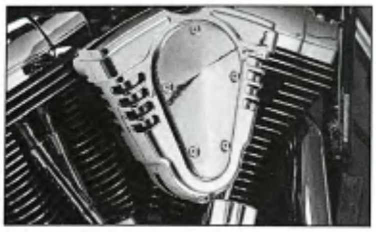
CHECK #65 FOR INFO.

JIMS
Roller Rocker Arms

They're made from aerospace quality 4340 steel, the king of the hardening grade of constructional alloy. They're heat treated and assembled with JIMS 660 bronze bushings, bearing steel rollers and axles. They're also about all you need to round out the top end and starting making some obscene horsepower. Yes indeed.

CHECK #66 FOR INFO.

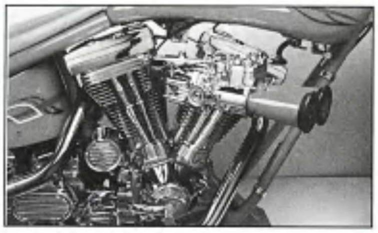
ENGINE PERFORMANCE



KURYAKYN
Twin Velocity Air Cleaner

Engines are lungs, period. The newly enlarged K&N air filter and new secondary inlet circuit help provide even the largest of engines (with near stock cylinder height) all the air necessary to reach their performance potential. Available for most Evos and Twin Cam engines using stock or Mikuni 42mm carbs.

CHECK #67 FOR INFO.



TERRY COMPONENTS
Dual Carbs and Manifolds

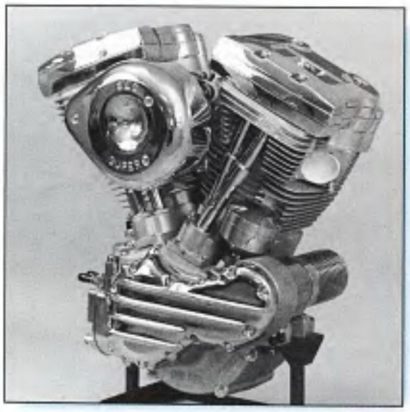
Terry Components introduces its heavy-duty dual throat side carbs and individual runner manifold for side draft Weber and Dell 'Orto carbs. If you want to increase your performance over other dual and single carb setups, bolt this one in and hang on. They're available through Terry Components or through local distributors.

CHECK #68 FOR INFO.

RIVERA ENGINEERING
Dual Mikuni Carb Kit

Try running two 42mm smoothbore carbs, with Rivera's high-flow "ram effect" intake manifold, and see if the neighborhood dogs don't howl in your honor. Get maximum fuel-mix volume that provides astounding bottom-end and mid-range performance by maintaining intake velocity. For 80 to 120-inch motors, Evo or Shovel big twins. Speeding ticket optional.

CHECK #69 FOR INFO.



S&S CYCLE
Long Blocks

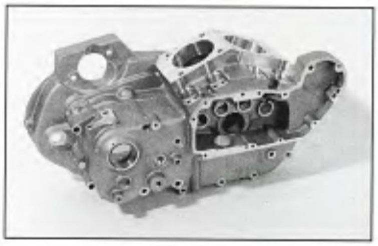
Just shy of being complete engines, most S&S long blocks only need rocker arm assemblies and rocker and pushrod covers for finishing. They are factory-balanced and available in several configurations, such as the Panhead style with right crankcase, late alternator left, and S&S super stock cylinders and heads. Shovel- and Evo-style long blocks are also available.

CHECK #70 FOR INFO.

S&S CYCLE
Motor Kits

The new generation of S&S motor kits features S&S Super-Stock heads, designed by S&S engineers and built by their craftsmen to exacting specifications. Just looking at the purty picture here, you can see that from heads to barrels, rods to cams, pistons to flywheels, gears to carb, it's all there. So if you're looking for cheek-pulling power, check 'em out.

CHECK #71 FOR INFO.

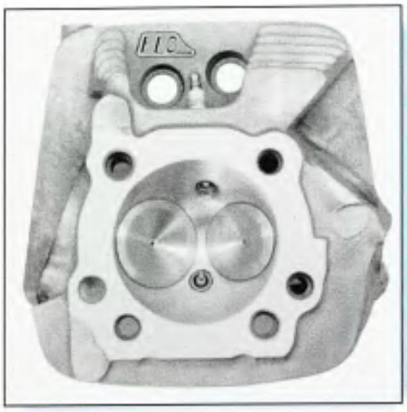


STD
Sportster Engine Cases

Whether you're replacing the stock cases on your modified street engine or building a nitro-burning big bore drag bike, you might want to look at STD's Sportster cases, cast from aerospace quality 356 T6 "A" prime alloy with a tensile strength of 45,880 psi. These cases come unfinished or complete and ready to run with studs and bearings as needed.

CHECK #72 FOR INFO.

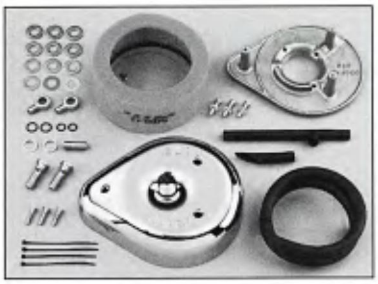
ENGINE PERFORMANCE



FLO HEADWORKS
Super Flow Cylinder Heads

Designed for Buells and 1200cc Sportsters, these cylinder heads show increased flow characteristics throughout the entire range of valve lift with improved low-lift flow in intake and exhaust ports. The high-lift flow at .500-inch was increased in the exhaust port by 28 percent and by 19 percent in the intake port, boosting the exhaust-to-intake ratio to 85 percent.

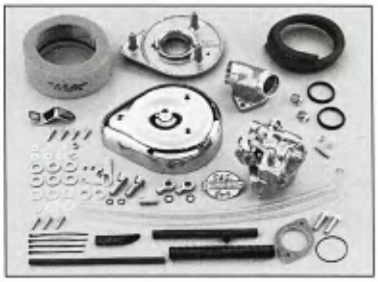
CHECK #73 FOR INFO.



S&S CYCLE
Air Cleaner Assemblies

Original S&S teardrop air cleaners are now available for most stock H-D carburetors. With their new vortex cone and radiused air entryway, these air cleaners offer significant increases in performance over most stock air cleaner assemblies. These kits are available for 1993 and up big twins, 1966-'89 big twins, 1991 and up Sportsters, and 1994 and up Buells.

CHECK #74 FOR INFO.



S&S
Super E and Super G Carbs

For '94-up Buells, featuring an adjustable, non-restrictive enrichener for easier starting, an adjustable accelerator pump for optimum throttle response, and two jetted primary fuel circuits for simplifying tuning. An adjustable third circuit controls the idle mixture. Available with either the 1-7/8-inch Super E or 2-1/16 Super G carb.

CHECK #75 FOR INFO.

EXHAUST

BIKER'S CHOICE
Softail Exhaust

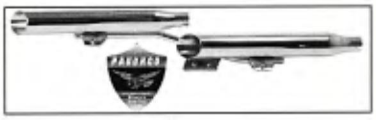
D&D Harley's Twin Cam Softail exhaust system is essentially bolt-on torque and horsepower that fits FXST, FXSTB, FXSTD, FXSTS, FLSTS, FLSTF and FLST configurations. Comes with slash cut removable baffles, 2-1/8-inch diameter with heavy-duty heat shield. Works with stock carb and filter. All this, and premium show quality chrome!

CHECK #76 FOR INFO.

DRAG SPECIALTIES
Vance & Hines 2-Into-1 Pro Pipes

Want approximately 17 percent more horsepower than from stock pipes? These puppies' handmade race collector produces maximum scavenging of spent gasses. The special baffle system produces a killer sound. Available for 1995-'98 FLTs, Softails, Dynas, 1987-'94 FXRs and 1986-'99 XLs. 220-degree wrap heat shields blend with the oversized race collector pipes.

CHECK #77 FOR INFO.



PAUGHCO
Slash Cut Exhaust Pipes

These slash cuts measure 2-1/2 inches in diameter and fit easily and precisely into the stock head pipes. An all steel baffle provides both enhanced performance and that sought after nostalgic exhaust note. This system also eliminates the bulky stock crossover/mounting bracket assembly. Kit includes mufflers, mounting bracket and all necessary hardware.

CHECK #78 FOR INFO.

EXHAUST

WHITE BROTHERS
Porker Pro Street Exhaust System

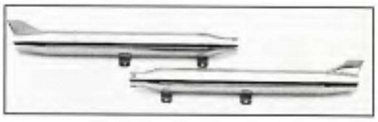
Wanna tune up your '86-'00 Softail or Sportster? Well, here you go. Tuned length front and rear pipes for a staggered looked, made from 2-1/4-inch diameter, heavy gauge steel with laser cut mounting plates and a brilliant show chrome finish. Optional heat shields also available. Now crank it and bank it!!!

CHECK #79 FOR INFO.

WHITE BROTHERS
Slip-On Exhaust for Buells

This sizzling new E-Series system is available in both aluminum or carbon fiber for maximum weight savings without sacrificing strength. It uses the stock OEM header pipe while providing major horsepower increases and improved sound. Kit includes all mounting hardware and tuning information. Comes with either 2-inch or 2.5-inch collector.

CHECK #80 FOR INFO.



PAUGHCO
Heritage Springer Muffler

If nostalgia is your thing, slap on a pair of these high-flow mufflers and get the sound of history on your backside. The all-steel baffle design lets you oblige the EPA and still sound like a Harley. That's half the fun of owning a real bike anyway.

CHECK #81 FOR INFO.

FRAMES & FENDERS

MILWAUKEE IRON
SaberTooth Fender 23-inch

The latest to come out of Milwaukee Iron: the SaberTooth rear fender line. Pictured here is the 23-inch version, available in three widths (7-5/8, 8-5/8, and 9-1/8 inches). It's built from heavy 14 gauge steel with 3/16-inch side plates. Fits all stock Harleys and most after market swingarm, Softail-style and rigid frames.

CHECK #82 FOR INFO.

MILWAUKEE IRON
SaberTooth Fender 36-inch

The 36-inch version of Milwaukee Iron's SaberTooth fender offers just a tad more metal. It's also available in three widths (7-5/8, 8-5/8, and 9-1/8 inches). It's built from heavy 14 gauge steel with 3/16-inch side plates. Fits all stock Harleys and most after market swingarm, Softail-style and rigid frames.

CHECK #83 FOR INFO.

MILWAUKEE IRON
SaberTooth Fender 45-inches

The granddaddy of 'em all, the 45-inch SaberTooth rear fender gives you all the metal you need. Available in three widths (7-5/8-inch, 8 5/8-inch and 9-1/8-inch). It's built from heavy 14 gauge steel with 3/16-inch side plates. Fits all stock Harleys and most after-market swingarm, Softail-style and rigid frames.

CHECK #84 FOR INFO.

FRAMES & FENDERS

MID-USA
OEM Softail Replacement Frame

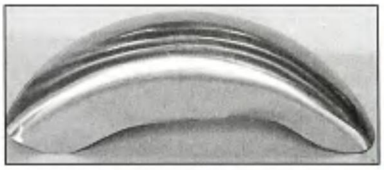
1-1/2-inch O.D. 188-inch wall thickness DOM backbone tubing, with 1 1/8-inch O.D. tubing (.120-inch wall thickness), accepts big twin Evos up to .200-inch taller cylinders, 5-speed OEM tranny, rear belt drive and Fat Bob gas tanks. Stock, 34 degrees rake with 2-inch stretch or 38 degrees rake and 2-inch stretch.

CHECK #85 FOR INFO.

MID-USA
Rigid Fat-A-Tude Frame

Accepts Evo big twins .200-inch taller cylinders and uses stock Softail oil tank. Accepts Avon's 230/60 H 15-inch Roadranger rear tire and still runs a standard width rear belt drive. 30 degree OEM rake, no stretch in front down tubes, or 38 degree rake with 2-inch stretch in front down tubes.

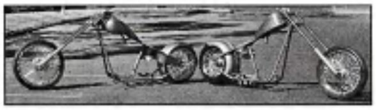
CHECK #86 FOR INFO.



MID-USA
Custom Wide Rear Fender

They're made from 16 gauge steel, built to take it all. Nine-inch wide fenders are stamped from one piece; 10- and 11-inch wide fenders are welded in the middle. AZZ Pounder (9-inch only) fits big twin rigid with chain or belt drive. Pro Street and AZZ Pounders available in 9- to 11-inch width.

CHECK #87 FOR INFO.



CUSTOM CYCLE CREATIONS
Rolling Chopper Chassis

Six to 8-inch stretch, 43 degree rake frame, handmade "Retro" or "Contemporary" steel gauge tank, stainless keg or stretched winged oil bag. Choice of 15 to 17-inch, 60 to 160 spoked chrome or stainless wheels, complete with front end sprocket brake disc assembly, as well as front brake, rotor and tire completely assembled. Choppers are back, y'all!

CHECK #88 FOR INFO.

PAT KENNEDYS
Full Suspension Frames

The Wrangler Chopper and the Outlaw Chopper full-suspension frames weigh only 55 pounds and include swingarm, axis tube, bearings, bolts, clips, and stainless steel mudguards. The Wrangler sports 40 degrees of rake and 4 inches of stretch; the Outlaw offers a 43-degree rake and 10-inch downtube stretch.

CHECK #89 FOR INFO.

BIKER'S CHOICE
Style Glide Fat Trax Rigid Frame

Get stiff with a 230 rear tire. Handle 38 degrees of rake and 2-inch backbone stretch. These 1-3/8-diameter frame tubes have welded tranny mounts, 1-inch offset primary ring, and enough room to use a stock width belt if you run 46-5273 Smoothie 15 x 7 wheel. So, how rigid can you ride, Bubba?

CHECK #90 FOR INFO.

FRAMES & FENDERS

BIKER'S CHOICE
EZ Widener Softail Kit

Allows you to run the coveted 200 Series tire on a stock Softail frame, while lowering the bike 1-inch and using 8-1/2-inch fenders. Kit includes swingarm, motor and tranny plate, splash guard, belt guard, axle, and all necessary hardware. Not recommended for Sofspension or bikes with lowered shocks already installed.

CHECK #91 FOR INFO.

DAYTEC
ProStreet Rubbermount Frame

This new deal uses Softail drive train components and is both Evo and Twin Cam compatible. They wouldn't tell us anything else. Honest. They said to call or fax them for more info. Okay. Phone: (760) 244-1591. Fax: (760) 244-6373. Good lord, if only this whole guide could have been that easy...

CHECK #92 FOR INFO.

JESSE JAMES
Doc's Custom Rear Fenders

Now these are really slick. Designed for custom applications in widths from 7.25 inches up to 9 inches, these steel rear fenders are hand-formed and precision-welded in three different styles (Roller, Tombstone, Steeler) for the perfect project-finishing touch. They're also designed by, yes, a genuine descendant of Mr. Quick Hand himself.

CHECK #93 FOR INFO.

PRO STREET
Lightning Series LXR Frame Stage A

The series starts with a 2-inches or 5-inches over, 36-degree rake FXR frame with hidden billet axle adjusters and billet fender struts for a 9-inch rear fender. It'll accept a 200 tire with engine and tire on center and will accept up to 120 Merch and new 88-cubic inch engines.

CHECK #94 FOR INFO.

PRO STREET
Lightning Series LXR Frame Stage B

Stage B adds an Avon 180 or 200 rear tire, 42mm Softail forks, rear master cylinder mount, 65-tooth matching rear billet belt pulley, and handlebars. Mounting brackets for D&D tanks, FXR or forward control mounts, Works billet nitrogen shocks, and swing arm pivot axle are on Stage B and Stage A.

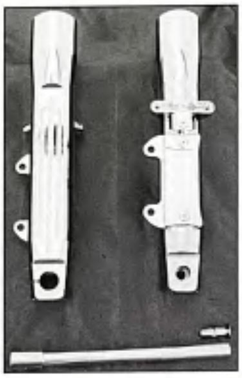
CHECK #95 FOR INFO.

PRO STREET
Lightning Series LXR Frame Stage C

The Stage C rolling chassis includes all accessories on Stage A and B as well as front and rear billet wheel assembly (18x5.5, 19x2.25). Billet clutch lever, front motor mount, Headwind headlight, billet front caliper, stainless brakelines, seat pan and upholstery, front and rear fender (Jesse James).

CHECK #96 FOR INFO.

FRONT ENDS



MID-USA
41mm Front End

Designed for '84-present FXST and FXDWG models. Kits feature smooth or ball-milled lower legs, with standard length hard chromed fork tube assemblies. The billet aluminum fork legs feature removable fender mounts and removable rake caliper mounts. If you're running brake mounts, they can be used with 11-1/2-inch O.D. brake discs.

CHECK #97 FOR INFO.

WHITE BROTHERS
Burly Handlebars

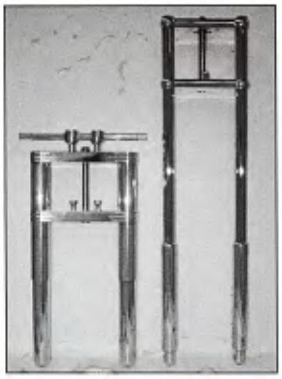
They're manufactured from 1-1/4-inch oversized tubing, using conventional 1-inch diameter mounting and controls. Available in a variety of bends from low drag bars (3-inch rise) to raised ape hangers (16-inch rise), featuring a brilliant chrome finish and knurled mounting area. Hell, buy one extra and use it as a chin-up bar!

CHECK #98 FOR INFO.

BIKER'S CHOICE
50mm Front Fork

So, what do you get when you go big? 50mm tubes with Race Tech internals, chrome-plated billet trees, chrome-plated top and lower fork cups, axle and spacers, along with billet, chrome-plated sliders. Fender mounts invert to use FLST or FXST style fenders. Fits '44-'99 Big Twin and custom applications.

CHECK #99 FOR INFO.



CUSTOM CYCLE CREATIONS
Adjustable Front Ends

Available in 0, 5, 7 and adjustable degree raked trees, from 2-inches under to 50-inches over! Make your custom sled handle better than stock and have the luxury of dialing in just the right amount of rake. All kits include internal fork locks. Spare no coin on this critical part of the equation.

CHECK #100 FOR INFO.

HILL, INC.
Outlaw Bars

The bad boy bars have hidden internal wiring channels and are angled at 20 degrees for comfort. They include 7-inch stock risers, and the bars come in chrome or black powdercoat finishes. They fit all Harleys except Springer models. A fine customizing choice if you want your scoot to rise above the rest.

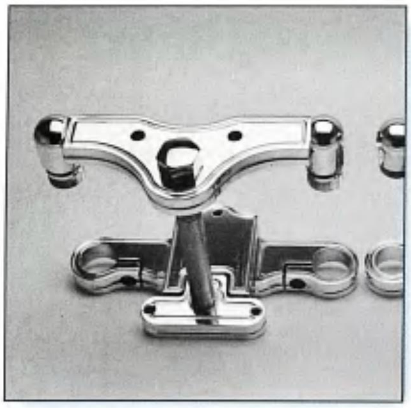
CHECK #101 FOR INFO.

PAT KENNEDYS
Adjustable Narrow Glide Triple Trees

Your late-model 39mm narrow glide can gain an additional 1/2 inch of width with this setup that's adjustable from zero to 15 degrees over. The highly polished billet aluminum kit includes adjustable tube caps, stainless-steel stem nut, axle, and spacers. It looks great and handles even better.

CHECK #102 FOR INFO.

FRONT ENDS



PAT KENNEDYS
Adjustable Wide Fork Trees

Adjust your wide glide fork assembly using Pat's new-style adjustable fork trees for 41mm wide glide fork assemblies. They adapt to late-model lower legs, tubes, and axle. Kick 'em out up to 15 degrees forward with fully polished billet aluminum trees with stainless steel stem nut and hardware.

CHECK #103 FOR INFO.

PAT KENNEDYS
Internal Throttle Control

Here's a weld-on unit that's designed to be used with all 1-inch bars for internal pull throttles with late-model mesh cables. This slick unit is black oxide-coated for smooth action and return. Go that extra mile and make your custom project as clean as you can.

CHECK #104 FOR INFO.

PAT KENNEDYS
Fully Adjustable Fork Assemblies

Adjust your rake from zero to 15 degrees over to obtain correct rake and trail for perfect handling. The 6061-T6 aluminum billet lower legs house a Teflon-coated damper unit that is also fully adjustable. Available from two inches under to 20 inches over. Countersunk axles come with billet covers.

CHECK #105 FOR INFO.

MISCELLANEOUS

DOC'S MOTORCYCLE PARTS, INC., WEB SITE
www.docsmc.com

Visit this address on the ever-growing Internet and shop at Doc's in the cozy comfort of your own home. They have an extensive leather and accessories catalog online, featuring American-made leathers, clothes, and biker novelties. They also have an extensive parts catalog online.

CHECK #106 FOR INFO.

THE EVERYTHING FOR HARLEYS DIRECTORY
www.miracle.net

If your peepers are charred slices of optical toast from hours of surfing the Internet for biker-related items, drop anchor at this web address and squint no more. Biker lawyers, clubs, organizations, chat rooms, parts, bikes, clothes, travel, rentals, kitchen sinks ... it's all here at the click of a mouse.

CHECK #107 FOR INFO.

J&P CYCLES
www.jpcycles.com

Completely updated, featuring the entire 2000 catalog on line! The new J&P Cycles website provides info on parts and accessories for your Harley-Davidson. It also has new search features, an extended tech tip database, and the "My Account" feature which eliminates entering your billing info with every new order.

CHECK #108 FOR INFO.

MISCELLANEOUS

ERIC HERRMANN
Crankin' Art Work

If this one needs explaining, sell your bike and move into the basement! An open horizon makes your throttle hand itchy and your back tire anxious. Eric captures the essence and potential of the cruise with this one-of-a-kind perspective. A perfect winter picture to inspire creating for the coming spring thaw.

CHECK #109 FOR INFO.

ERIC HERRMANN
Shovelheat

Tried and true, the Shovelhead motor began the high horsepower game and has hung in there for the duration. This bit of shovel art is jammed and crammed with the basics and then some. If you're an old school rider with a new design mind, this piece could light a few fires.

CHECK #110 FOR INFO.

ERIC HERRMANN
Behind Bars

Find another world like it. A biker bar is a doorway to the other side of life, one most of us have graced at one time or another and returned to for better or worse. The smell of beer, cigarettes, and cheap perfume triggers something that Eric lays down with seamless strokes.

CHECK #111 FOR INFO.

J&P CYCLES
Vintage Wind Calendar

They came before us, and they'll live beyond us. The men who tore up the early dirt were a breed apart, and their spirit is captured in this special calendar. Plenty of great shots of the bikes and lifestyle of days gone by. We surely won't see their likes again.

CHECK #112 FOR INFO.

VICTORY MOTORCYCLES
V92C Accessories

Dig in and find out how many different ways you can customize your America V-twin cruiser with Victory's classic style accessories. They say that what goes around comes around, or something like that. Hell, either way, "classic" never goes out of style. Check out the whole nine yards at www.victory-usa.com.

CHECK #113 FOR INFO.

VICTORY MOTORCYCLES
Arlen Ness Signature Series

Turn your Victory into a custom, one-of-a-kind bike. Exclusive Victory accessories are made available through a collaboration with Arlen Ness, the world's foremost motorcycle customizer. Mix and match and be Arlen for a day... sorta. You get the idea. Check out the idea further by logging onto www.victory-usa.com. They're waiting!

CHECK #114 FOR INFO.

MISCELLANEOUS

BIKER'S CHOICE
Twin Power MultiGrade Oil

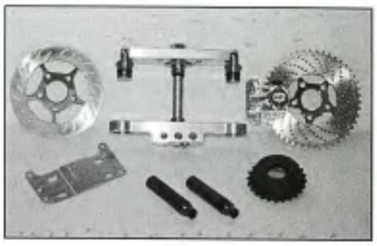
SAE 20W50... neat stuff. Through the wonder of modern petrol chemistry, this concoction acts thin in winter and thicker in summer. Mineral based multigrade means excellent wear and friction reducing properties. It meets or exceeds manufacturer's requirements, maintaining engine cleanliness and reliability. But dude, please don't put any on your salad.

CHECK #115 FOR INFO.

CHROME SPECIALTIES
Buck® Folding Hunter® Knife

Buck's® #1 lockblade. Features a natural woodgrain handle accented with brass bolsters and liners and a 3-3/4-inch blade. Folding lockblade features Buck's® positive locking system, for added safety and convenience. Closed length is 4-7/8 inches, weighs 8 oz. Comes with a black leather sheath. Also fits Jammerboot sheath.

CHECK #116 FOR INFO.



CUSTOM CYCLE CREATIONS
Tolle Products

Front ends, sprocket brake disc kits, Brembo & ISR brakes, internal throttles, master cylinders... hell, the list of fine Scandinavian workmanship goes on. They have long winters over there, folks, and stuff *has* to endure. Add some of it to your scoot, and maybe you'll meet the Inga of your dreams.

CHECK #117 FOR INFO.

SEATS

MUSTANG
Vintage with Removable Driver Backrest

Here's some real Mustang comfort for driver and passenger. Optional built-in driver backrest is totally adjustable, removable, and folds flat for getting back on the bike. The solo and pad feature internal steel wings to support the full width of the foam. Use Mustang's matching fender bob for solo riding.

CHECK #118 FOR INFO.

MUSTANG
Original Studded Style

All the features make it Mustang's most popular seat. Full front bucket for the rider with chrome studs, leather-tied conchos and braided edge skirt. The rear set angles forward to support the driver's back. The two-piece look is built on a single steel baseplate. Also available as separate solo and pad.

CHECK #119 FOR INFO.

MUSTANG
Flamed Seat

A streamlined shape featuring brightly colored, recessed flames intricately stitched around the edges. The tapered rear section flows smoothly to the fender. Seat seams are sewn with colored thread to match the inlaid flame. Your choice of red, blue, orange, yellow, black, white, and gray flames. Sit here and ignite!

CHECK #120 FOR INFO.

LE PERA ENTERPRISES
Bare Bones Solo

Do ya need some backside leather for your early FX or FLH? Here 'tis. They call it Bare Bones because it's a minimal amount of hide for maximum metal exposure. Sink into the comfort zone cruise 'til the cows come home. Just don't tell 'em where the backside came from.

CHECK #121 FOR INFO.

LE PERA ENTERPRISES
Sanora Solo

If you're looking for the style of yesteryear, look no further. The classic style of the Sanora Solo has tradition written all over it. Its gently contoured shape and vintage accents are reminiscent of the spring-mounted seats from times past. Chose the solo or solo/pillion combination. Relive the good ol' days.

CHECK #122 FOR INFO.

LE PERA ENTERPRISES
Bare Bones for Rigids

This li'l piece of leather heaven will suit your rigid needs just fine. Now granted, you're gonna find hard core purists who believe all ya need is a metal plate. Uhh... not if you're over 40! Whatever your mark on the calendar, the Bare Bones will keep yours from rattling.

CHECK #123 FOR INFO.

LE PERA ENTERPRISES
Bare Bones for Softails

This sleek version for Softails keeps the details minimal and the styling maximum. It'll fit on your custom or stock scooter and it flows into just about any kind of paint scheme you can dream up. It's thin, narrow, and to the point. Perfect if you plan on lowering your bike.

CHECK #124 FOR INFO.

LE PERA ENTERPRISES
Signature II

It's been offered since the mid '70s, and for good reason. The Signature II has a classic chopper design that offers just the right amount of comfort for those all-day cruises. Yeah, you remember, the "pick a point on the map and don't stop 'til ya get there" kinds of rides.

CHECK #125 FOR INFO.

LE PERA ENTERPRISES
Spyder

If you want a conversation piece in addition to a comfortable place to sit, you'll find it with Le Pera's Spyder. It fits Softails, so if you've got a hankering to do the scoot up a bit, slip one of these babies on. It won't bite, unlike most arachnids you sit on.

CHECK #126 FOR INFO.

LE PERA ENTERPRISES
Silhouette Solo for Softail

If you're a lone wolf and you like things simple, this just might be your cruising ticket. The Silhouette Solo for Softails is sculpted from a one-piece molded foam foundation and shows flowing lines and rounded edges. If you like to haul ass and howl at the moon, do it from here.

CHECK #127 FOR INFO.

LE PERA ENTERPRISES
Silhouette for Softail

The only difference between this and the Silhouette Solo for Softails is you can bring a friend. If she likes sleek and minimal, this one'll do her right. It's tapered back to allow for plenty of leg squeezing, a benefit of any passenger ride. Kinda makes ya feel needed, ya know?

CHECK #128 FOR INFO.

LE PERA ENTERPRISES
Silhouette for Dresser

Get comfy for the long, long, long haul as you point that dresser towards the open horizon. Its lightweight construction will let you carry that much more stuff to your destination without cramping you one bit. Stock or custom, your king of the road deserves a regal throne like this.

CHECK #129 FOR INFO.

LE PERA ENTERPRISES
Silhouette

This seat didn't become a trendsetter for nothing. The sleek, low-sitting design lets ya lay back and advance the throttle in style. You can also get this popular model in either a Silhouette Solo and two-up Silhouette. Your custom or stock bike would love the new curves.

CHECK #130 FOR INFO.

LE PERA ENTERPRISES
Maverick

This one's an extremely comfortable seat that retains a low and sporty profile. The low back and attention to detail, complete with stitched pleats and pinstriped sides, make it a real work of art. Your Softail will feel like a new ride, and your back will last for many more miles.

CHECK #131 FOR INFO.

LE PERA ENTERPRISES
King Cobra

It picks up the fluid rear fender curves seamlessly, extending the lines from tank to taillight. Think of it as a streamlined Silhouette. The contoured edges are functionally comfortable and supportive as well as stylish. Straddle one of these rascals and you may never go back to a conventional seat.

CHECK #132 FOR INFO.

TOOLS & TRANSMISSIONS

GOODSON TOOLS
Head Plate

The single-head plate design with optional parallels makes it easy to mount on different machines. Use with a Head Resurfacer for proper mounting to machine warped heads or vary compression ratio. Use with a Seat & Guide machine for cutting seat angles. Fits Evos, Shovels, and Sportster head styles.

CHECK #133 FOR INFO.

GOODSON TOOLS
Torque Plate

Top quality torque plates for Harley-Davidson are parallel-ground from T6 aluminum. The complete kit includes three plates to fit both Evolution and Shovel styles and two mounting hardware sets. Nope, it ain't something you prepare horsepower pie on. Actually, I wonder if there is such a thing? No tellin'.

CHECK #134 FOR INFO.

GOODSON TOOLS
Neway Valve Seat Cutting Kit

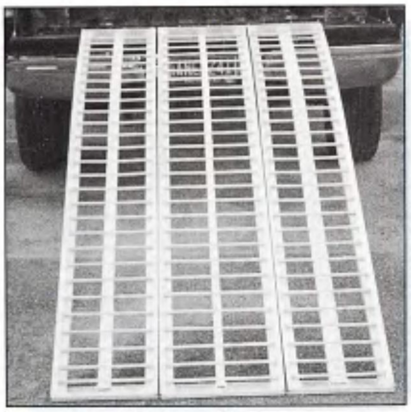
This easy-to-use Neway system is a fast, precise way to renew Harley valve seats. Hand-operated valve seat cutters ensure greater accuracy and produce total quality work at low cost. Tough tungsten carbide cutter blades adjust to seat diameter. Included are cutter bodies, pilots, t-wrench, hex keys, brush, pilot puller pin, fitted tool case.

CHECK #135 FOR INFO.

RAMP MASTERS
Folding Ramp

It's arched on top to allow easy loading and unloading and it folds in the center for easy transport. Two side tracks may be used for stability and balance, and the center piece is used as a motorcycle track. Supports up to 2700 lbs. Made of homogenous aluminum alloy.

CHECK #136 FOR INFO.



RAMP MASTERS
Solid Ramp

It weighs 58 pounds, it supports 1500 pounds, and it's 7 feet, 5 inches long. Safety cables hold the three piece ramp configuration in place, with one center track and two side tracks for a total width of 38 inches. Made of lightweight aircraft aluminum, built to last for many a hauling.

CHECK #137 FOR INFO.

JIMS
Six-speed Transmission

Imagine cruising at 75 mph down the highway in 5th gear, then stepping into 6th. "Baker by JIMS" 6-speed conversion kit lets you do it. Drop your engine rpm by almost 475 rpm in the process. All gears are standard width, with 1st gear being a close ratio. It's pure highway heaven.

CHECK #138 FOR INFO.

BIKER'S CHOICE
Bullet Wheel

Here's a wheel from Carriage Works, designed by Bob Kay for Biker's Choice exclusively. This Style Glide Elite Bullet wheel could be the first step in your customizing project, particularly if you wanted the lines to reflect what begins up front. You never know what the next masterpiece starts from.

CHECK #139 FOR INFO.

BIKER'S CHOICE
Warrior Wheels

Rock and roll with these precision machined, polished, cast aluminum wheels made exclusively for Biker's Choice by Sturgis Wheel Co. They include Timken bearings, spacers, and grade 8 hardware. Designed for custom applications only. At 15-inches by 7-inches, you'll own the road and look good doing so! 100 percent USA made.

CHECK #140 FOR INFO.

CUSTOM CYCLE CREATIONS
Spoked Wheels

Custom wide spoked wheels with 60, 80, 120, 160, and 320 spokes! Crossed pattern and radial lacing available. Sizes range from 15-inch to 21-inch, with widths up to 9 inches. Available in chrome or all polished stainless steel. You truly could catch fish with these things; hell, with 320, you could pan for gold!

CHECK #141 FOR INFO.

PERFORMANCE MACHINE
Image Series Pulley

Returning in 2000 is the 1.125-inch narrow version of all nine patterns of Image Pulleys. An excellent alternative when wide tires create clearance problems between tire and belt. Both OEM width and 1.125-inch PM pulleys are available in polished or chrome finish with 65 or 70 teeth.

CHECK #142 FOR INFO.

PERFORMANCE MACHINE
Vintage Billet Wheels

This wheel was inspired by the sixties hotrod and is created with state-of-the-art computer controlled machinery. Pattern-matched Vintage discs, pulley and sprocket are available to complete the nostalgic look. Polished or chrome-plated wheels are offered in a variety of sizes to fit your bike!

CHECK #143 FOR INFO.

PERFORMANCE MACHINE
15-inch x 7-inch Billet Wheels

The biggest, fattest motorcycle tire ever made has a new home! The PM Fusion Billet wheel is now available in a 15-inch x 7-inch configuration in three of their most popular patterns (Villain, Trespasser, and Solid). Each wheel is polished to a mirror-like shine and guaranteed to draw stares.

CHECK #144 FOR INFO.

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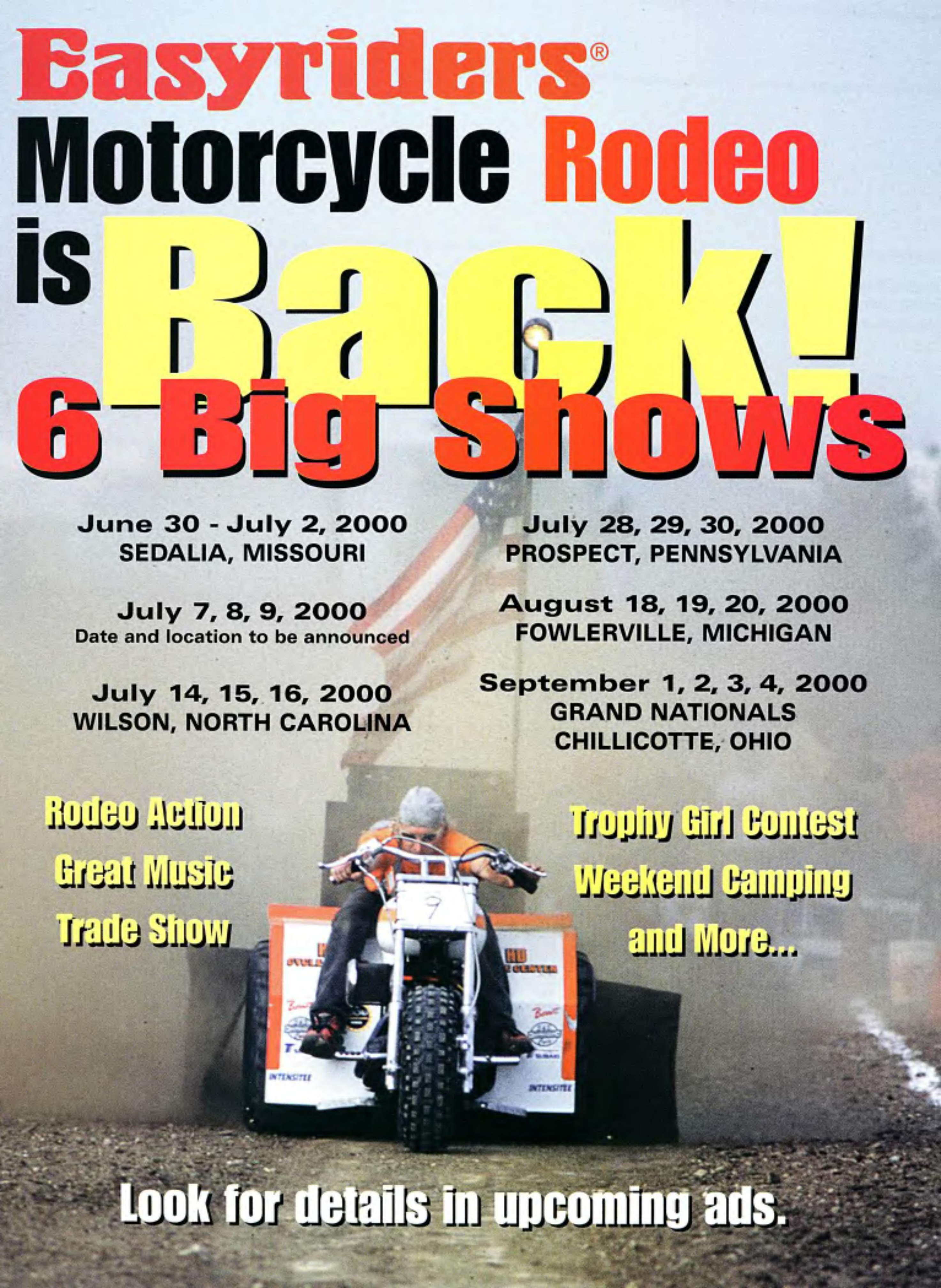

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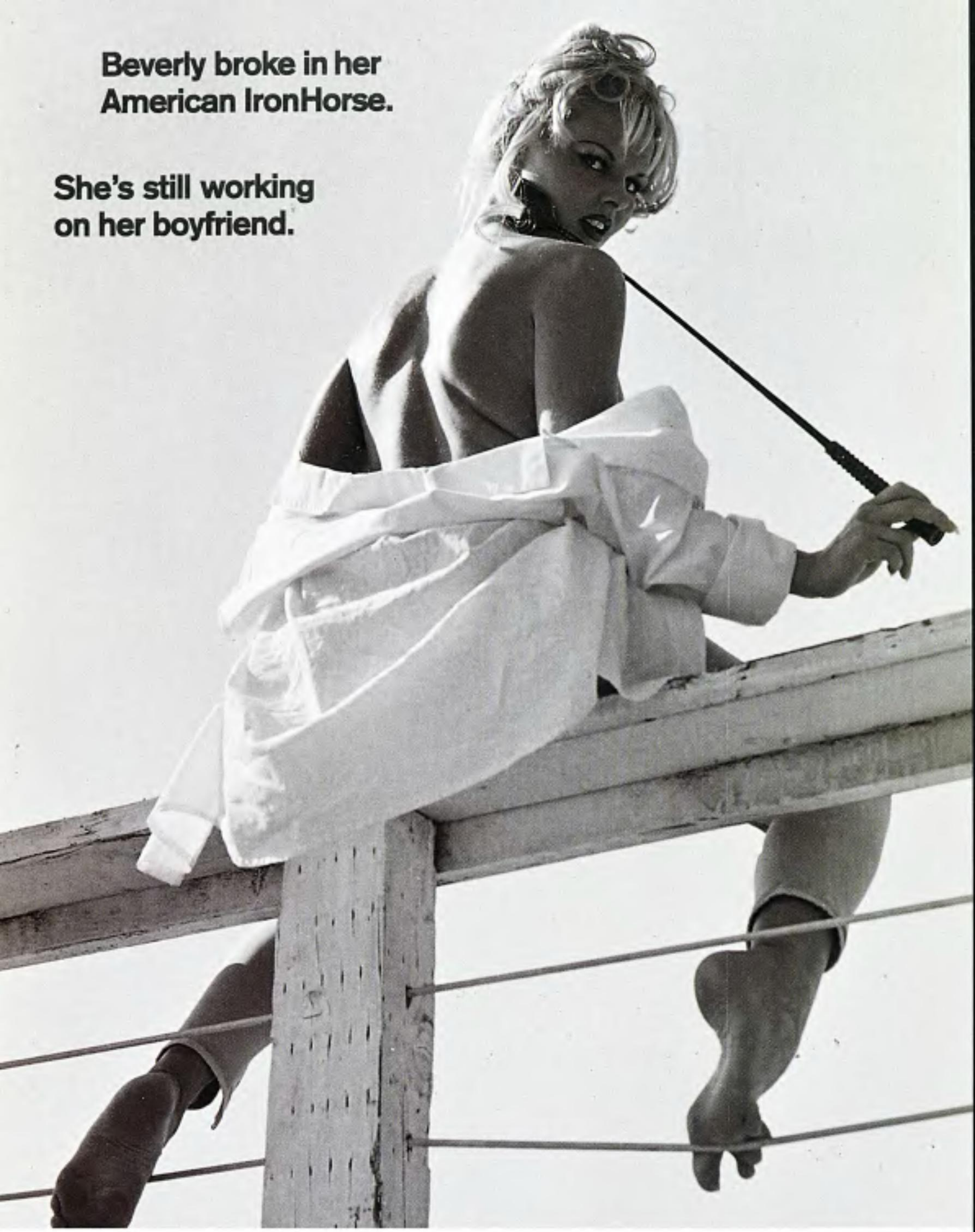

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